

Masterplan and Design Code -
24 August 2010

Longford Park, Banbury

This Masterplan and Design Code document has been prepared in the context of the adopted Oxfordshire Structure Plan (2005), Cherwell Environmental Strategy (2002), the Cherwell Community Plan 2006-2016 and the supporting Urban Design Framework document (2005)



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Contents

1.0 Introduction

- 1.1 The need for a Masterplan and Design Code
- 1.2 Purpose of the Design Code
- 1.3 Who will use the Design code

2.0 The Masterplan

- 2.1 Introduction
- 2.2 The Assessment Plan
- 2.3 Movement hierarchy
- 2.4 Drainage
- 2.5 Landscape Plan
- 2.6 Code Parcel Plan
- 2.7 Masterplan

3.0 Character precedence

- 3.1 Introduction to character precedence appraisal
- 3.2 Banbury
- 3.3 Bodicote
- 3.4 Deddington

4.0 Vision and Principles

- 4.1 Vision
- 4.2 Development Principles

5.0 Character Areas

- 5.1 Main Distinctions
- 5.2 Parameters Plan - Plateau East
- 5.3 Parameters Plan - Plateau West
- 5.4 Parameters Plan - Haynesbridge

6.0 Key Locations

- 6.1 Introduction
- 6.2 Key Locations Plan
- 6.3 Village Centre
- 6.4 Park Fringe
- 6.5 Canal Frontage
- 6.6 Hedgerow Lanes
- 6.7 Oxford Road Frontage
- 6.8 Cherwell Heights Frontage

7.0 The Community Park

- 7.1 Community Park Design Principles
- 7.2 Park Parameters Plan

8.0 Sustainable development

9.0 Delivery and Compliance

Technical Appendices

- A Highway Specification
- B Parking
- C Urban Landscape
- D Plateau Specification
- E Canal Specification
- F Consultation Process

1.0 INTRODUCTION

1.1 The need for a Design Code

In 2009, Cherwell District Council approved outline planning permission (Ref 05/01337/OUT) for College Fields, now referred to as Longford Park.

Conditions were attached requiring the submission and approval of further information regarding various matters, including design. The conditions state that a Design Code is required to guide the development and the consideration of Reserved Matters applications for the development of the site.

The document also has the function of explaining the outcome of discussions held with stakeholders and statutory consultees, such as Cherwell District Council, Oxfordshire County Council, and the Environment Agency. A series of consultation events has informed the production of the Masterplan and the Code including stakeholder workshops and public exhibitions.

Stakeholder workshops were held in March 2005. An exhibition illustrating the Masterplan and the Design Code was held in Castle Quay Shopping Centre, Banbury, on 16-18 July 2010. A summary of the results from these consultations can be found in Appendix F. A full explanation is available in the documents; *"Draft Report on the Bankside Community Design Workshop"* (2005) and the *"Report on Design Code Public Consultation"* (2010).

1.1 The need for a Masterplan and Design Code

1.2 Purpose of the Design Code

1.3 Who will use the Design Code



Fig. 1: The Longford Park assessment Plan (2005) as approved by Cherwell District Council

This document aims to provide a degree of certainty and consistency for those preparing or commenting upon proposals for Longford Park by providing detailed design requirements on the key design factors relevant to the delivery of the master plan.

The Masterplan and the Code have been developed in consultation with Cherwell District Council and other key statutory and non-statutory stakeholders (including the Environment Agency and the general public). The Masterplan and the Code have also been developed in compliance with policy guidance and regulations (as identified within the Outline Application Planning Statement, November 2006), the emerging Local Development Framework (LDF), and other strategies and initiatives relevant to achieving sustainable growth.

Who will use the Design Code?

Once approved, Cherwell District Council will use this Masterplan and Code as a material consideration when determining Reserved Matters within Longford Park. As such it is expected that this Code should be used as the starting point for dialogue between developers and their designers, Cherwell District Council, Oxfordshire County Council and other statutory key stakeholders when developing proposals for Longford Park.

When applied by a good designer, the Code will provide all the elements required to produce a good result. Good use of the Code will assist the local authority in avoiding poor design – it should not be used as a checklist, but as a guide to creating a new place at Longford Park.

This Design Code for Longford Park complies with the Department for Communities and Local Government's publication *Preparing Design Codes – A Practice Manual* (November 2006).

It states that Design Codes should *"decide which elements of the code will be mandatory or discretionary, but seek to balance prescription with flexibility across the design code and for each element within it"*.

Of particular relevance to Longford Park is the paring down of design codes to essential requirements.

Within this context this code presents all material as mandatory unless otherwise stated.

2.0 THE MASTERPLAN

2.1 Introduction

2.1 Introduction

2.2 Assessment Plan
2.3 Movement hierarchy 2.4 Drainage 2.5 Landscape Plan
2.6 Code Parcel Plan 2.7 Masterplan

The Assessment Plan formed part of the outline approval and was used within the Environmental Impact Assessment. It illustrates

- The extent of built development within the urban expansion area
- The broad distribution of land uses
- Those landscape constraints within the built development area that have a high degree of protection
- The areas requiring buffer planting to mitigate the visual impact of development and urban edges in general

The Assessment Plan is the base line for the development of the masterplan, in particular the proposals that meet planning Condition 11&12 of the outline approval. The following sequence of plans illustrate:

- The main vehicular access and the strategic pedestrian and cycle routes across the site. These routes are elaborated further within the character areas section of this code (2.3).
- The broad principles for storm water drainage and foul water drainage, including balancing ponds and pump station location (2.4).
- A landscape plan which shows the distribution of formal and informal open space uses, planting and the integration of drainage balancing components (2.5)
- A parcel plan which illustrates the subdivisions referred to in the design code. They also dictate the areas for reserved matters applications (2.6)

All these plans form component parts of the coordinating masterplan. The masterplan is therefore the baseline data for the following explanation of character areas and parameters plans. There will be no variation between masterplan and parameters plans. However, it is expected that the parameters plans will elaborate further the same base line.

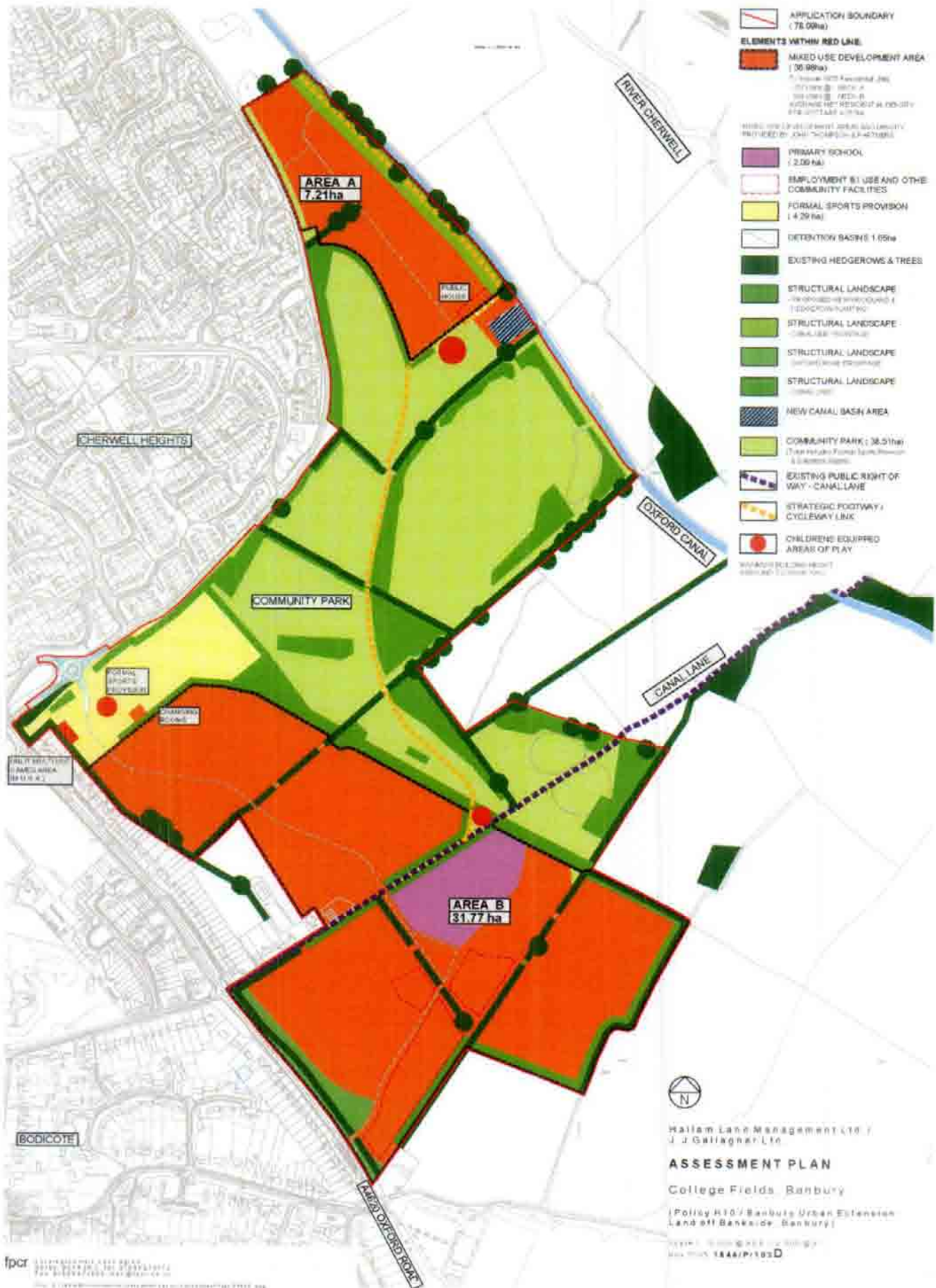


Fig 2: The Longford Park assessment Plan (2005) as approved by Cherwell District Council.

2.0 THE MASTERPLAN

2.3 Movement hierarchy

2.1 Introduction 2.2 Assessment Plan

2.3 Movement hierarchy

2.4 Drainage 2.5 Landscape Plan
2.6 Code Parcel Plan 2.7 Masterplan

- Key
- Main vehicular access
 - - - Main pedestrian and cycle connections

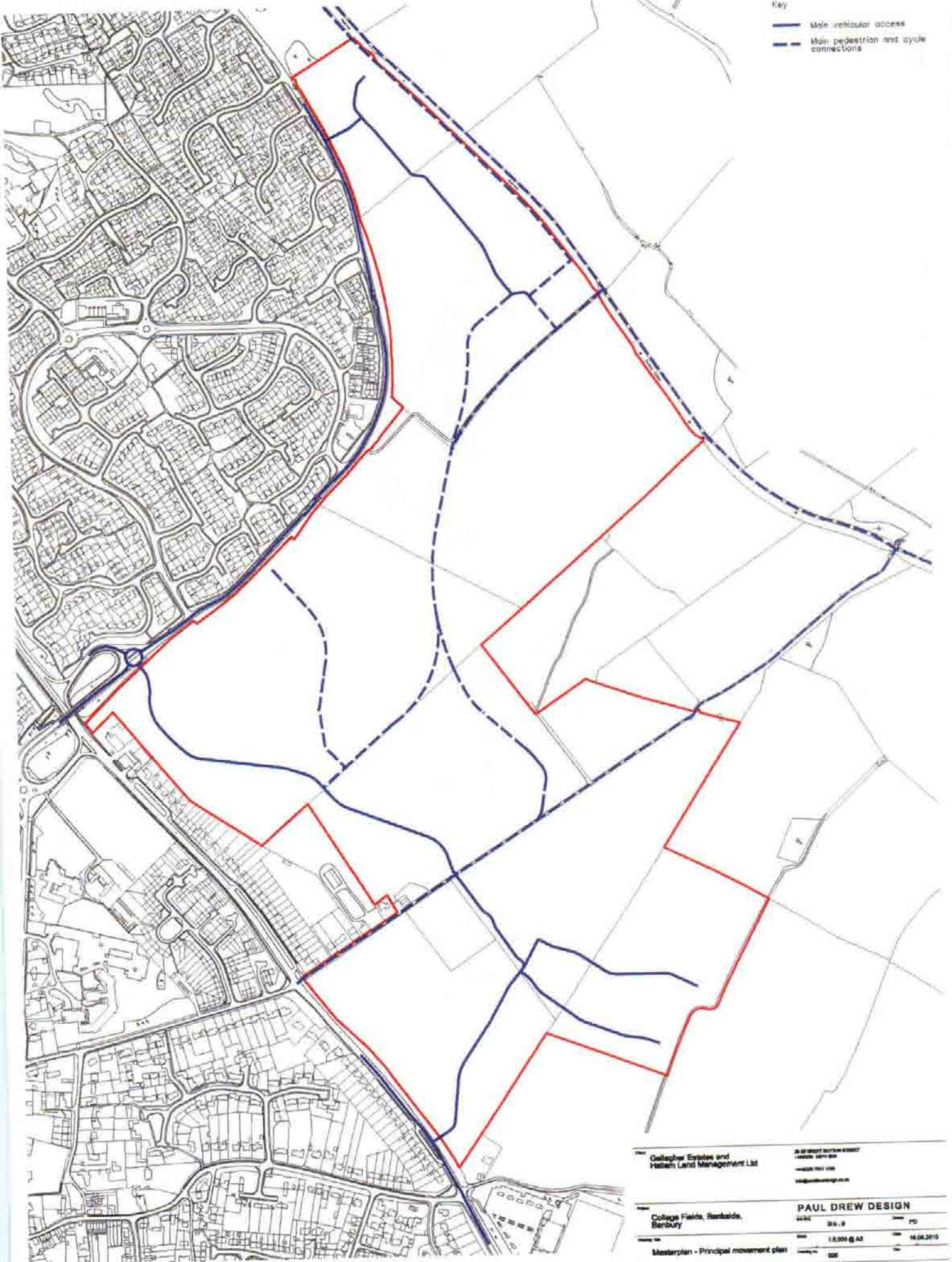


Fig. 3: Principle Movement Plan

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20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200

College Fields, Banbury.

PAUL DREW DESIGN

Masterplan - Principal movement plan

Scale: 1:5,000 @ A3
Date: 14.08.2010



Fig. 4: Principle Drainage Plan

THE MASTERPLAN

Landscape Plan

2.1 Introduction 2.1.1
2.3 Movement hierarchy 2.4 Drainage 2.5 Landscape Plan
2.6 Code Parcel Plan 2.7 Masterplan

Key

- LEAP and NEAP
- Sports
- Community park
- Flood attenuation
- Existing trees and hedgerows
- Proposed trees and hedgerows
- Civic space
- Preserved and protected trees

See also pages
6-7 and 46-47



College Fields, Banbury
Landscape Plan

PAUL DREW DESIGN

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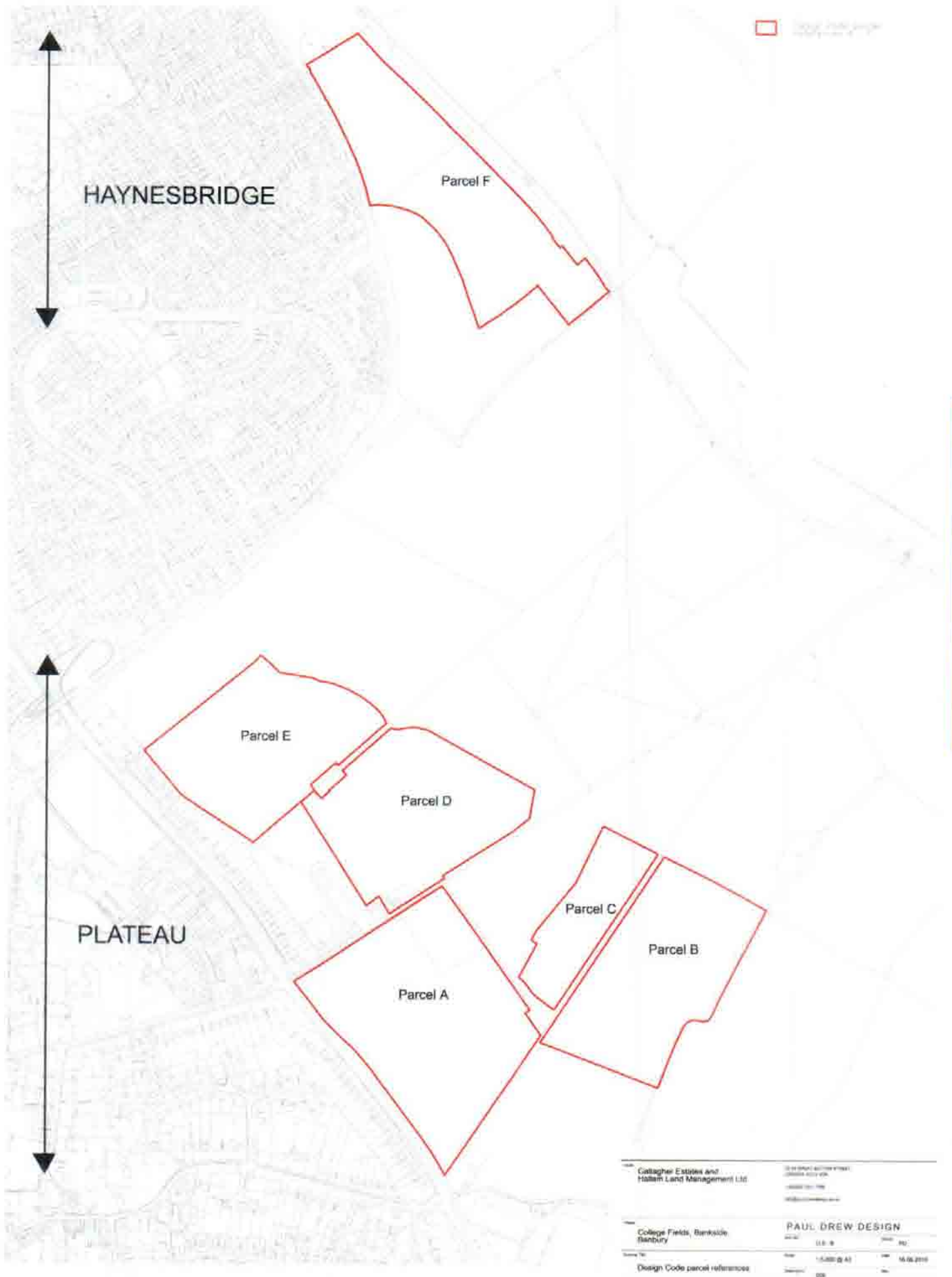


Fig. 6: Principle Drainage Plan

2.0 THE MASTERPLAN

2.7 Masterplan



Fig. 7: Masterplan Key

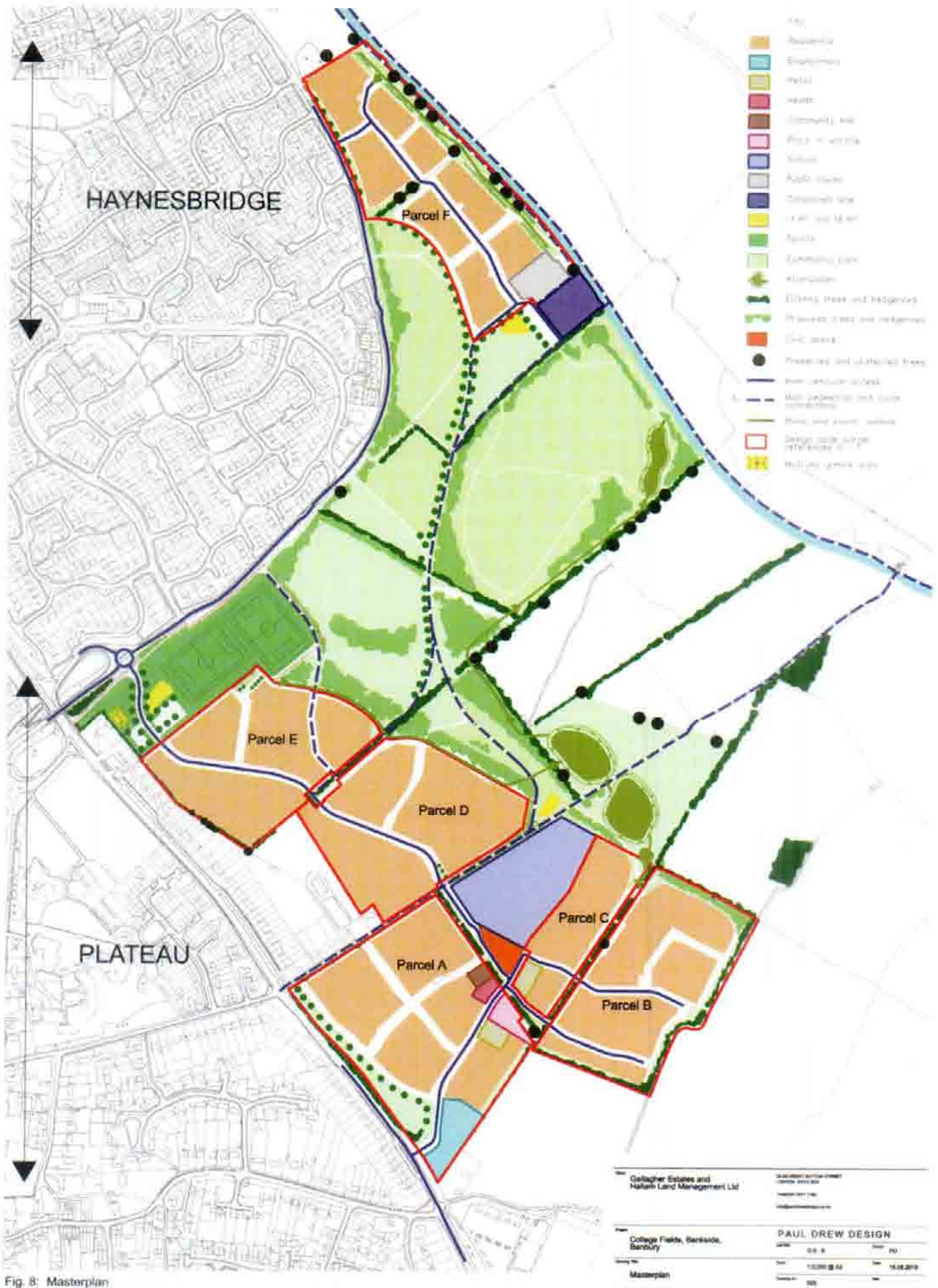


Fig. 8: Masterplan

3.0 CHARACTER PRECEDENCE

3.1 Introduction to character precedence appraisal

3.1 Introduction to character precedence appraisal

3.2 Banbury 3.3 Bodicote

3.4 Deddington

The following chapter examines the surrounding local area in order to understand the local vernacular and to be able to apply any relevant characteristics to the proposed development at Longford Park.

The Character Precedence study has considered Banbury and adjacent villages. This chapter looks closely at both the streetscape and the typical architectural details of the different settlements.

Due to the historic nature of Banbury and the surrounding villages there is a strong local vernacular which should be considered. Where possible and appropriate this should be interpreted within the design code for Longford Park. The design principles identified in the following pages should be used as guidance only and it is not the intention to create pastiche architecture.

This chapter considers the following points:

- How the character of new development should be developed from an understanding of the context of the surrounding built and natural form.
- How positive features of the local area should be used as design cues which can then be interpreted in a contemporary manner.
- How local materials and colour palettes are another method of reinforcing distinctiveness.
- On how important streets and prominent locations are considered.
- How new development can incorporate landscape features and provide a mature setting.

The character study has identified that despite the relatively close location of the different settlements, each town/ village has its own set of key characteristics.

3.1 Introduction to character precedence appraisal
3.2 Banbury 3.3 Bodicote
3.4 Deddington

3 CHARACTER PRECEDENCE

3.1 Introduction to character precedence appraisal

3.0 CHARACTER PRECEDENCE

3.2 Banbury



Fig. 9: Longford Park in relationship to Banbury



Fig. 10: Historic map of Banbury from 1898

The historic map identifies Banbury's market place, which is still the focal point of the town centre today. The market place brings together a central open space which is also used by pedestrians and vehicles.

Banbury has experienced a substantial amount of expansion in all directions and this is evident from the suburban road network in the west of the town, typical of late C20 developments. This is also particularly prominent in the north of the town which has a number of cul-de-sacs and unconnected spaces.



Fig. 11: Typical broad space for Banbury's market activity

The use of paving and shared surface areas contributes to a high quality public realm within the town centre.



Fig.12: Typical stringcourse features on workers cottage.



Fig.13: Some frontages are formed of planting.



Fig.14: Different brick types and colours create interesting facades.

Fig.15: Key features found in Banbury



Fig.16: Wide frontage type with corner feature to articulate streetscape

Banbury is made up of a network of major and minor streets.

The historic plan opposite identifies the key urban space in the town centre. This open space is hard surfaced and part of it is currently used for car parking and a number of other uses, including the market.

Within this space there are a number of key buildings including the Town Hall. The built form provides a "framework of edges" to the town square.

The People's Park has a number of different areas, including a community nursery, bowling green, rose garden and an events lawn. The Peoples' Park should set a precedent for the proposed Community Park as part of the Longford Park development.

The majority of buildings within Banbury are brick. There is also render and stone dressing.

Terrace buildings were added as the town centre expanded to the new planned suburbs surrounding the town centre. These terraces typically had small front gardens.

Key lessons from Banbury

- Use of a range of building materials
- Different brick types and colours to create features on buildings and add interest to the streetscene
- Civic spaces often combine main routes, parking and landscape features

3.0 CHARACTER PRECEDENCE

3.2 Banbury

The existing residential character of Oxford Road shows styles from Georgian through to late twentieth century.

This diverse history illustrates that a wide range of materials other than brick and stone have been used. Of note are the stucco, or render, frontages to houses based on classical villa references. Further out towards Bodicote, render has continued to be used in a 'rough cast' manner. This, together with bay windows, timber gables, hip roofs and low pitch eaves are typical features of the garden city movement. Although the movement founded these ideas in the 1920 - 30s, Oxford Road houses are built after the Second World War. Later still along Oxford Road are houses that express the suburban aspirations of the 1960-70's. These tend to be one to one and a half storey in height and use a variety of pale orange and ochre bricks.

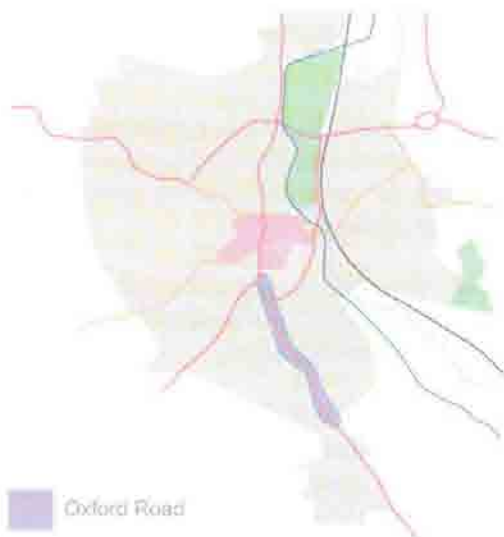


Fig. 17: Plan identifying Oxford Road where the following photos have been taken



Fig. 18: Post Second World War garden city housing layouts on extensive verges and service road



Fig. 19: Simple proportioned houses with stucco 'render' and vertically balanced sash windows



Fig.22: Post Second World War garden city inspired housing with large front gardens



Fig. 20: Post Second World War detached house with bay windows, timber gables and hip roofs



Fig.23 1960-70's suburban detached houses of one and a half storey in height and a variety of pale orange and ochre bricks.



Fig. 21: Many housing frontages on Oxford Road are obscured by mature hedgerow.

Key lessons from Oxford Road, Banbury

- Simple proportioned houses with render
- Expression of bases, string courses and symmetry
- The use of pale orange and ochre brick
- The use of gables to express frontages

3.0 CHARACTER PRECEDENCE

3.3 Bodicote

3.1 Introduction to character precedence appraisal

3.2 Banbury 3.3 Bodicote

3.4 Deddington

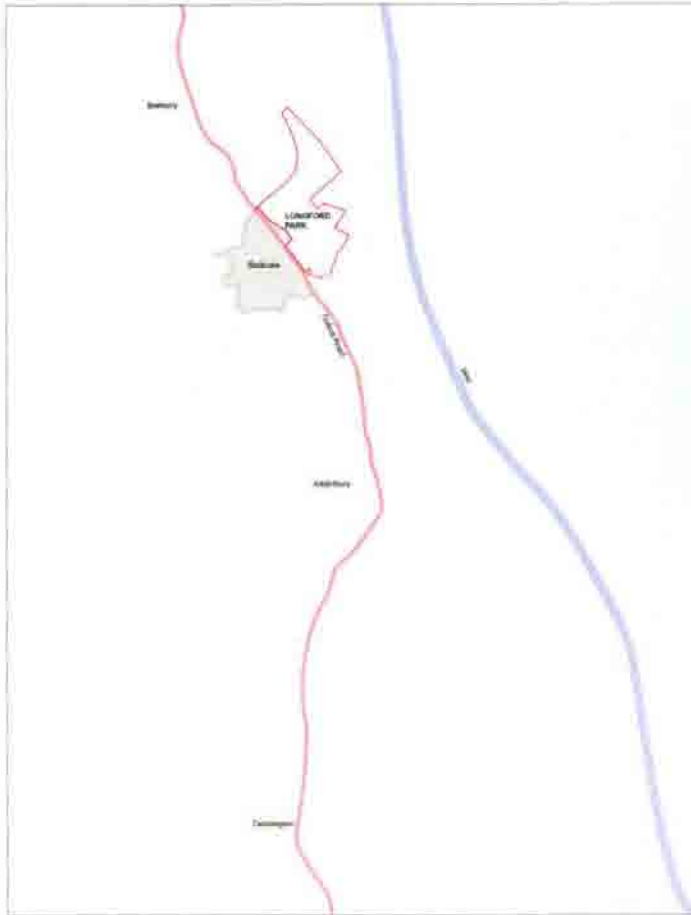


Fig. 24: Bodicote in relationship to the site.

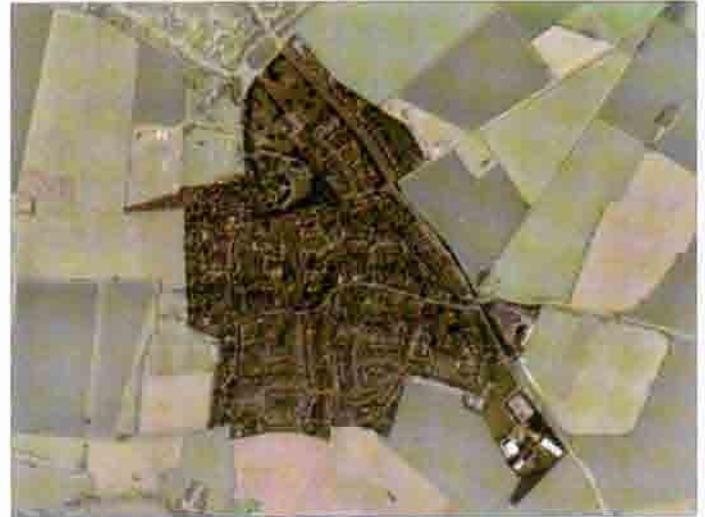


Fig.25: Aerial view of Bodicote



Fig.26: Historic map of Bodicote from 1898



Fig.27: Bodicote expanded in 1920s/1930s and used Garden City design principles including housing centred around village greens.



Fig.28: There are a diverse range of storey heights within Bodicote, with the higher storeys at the corner of the blocks. The range of materials used on the corner building adds interest to the streetscape.



Fig.29: Corners are punctuated with key buildings. The lack of porches and bay windows provide a flat frontage to the street, this is in contrast with the open space provided by the church yard.



Fig.30: A small amount of the buildings are whitewashed, which is in contrast to the local vernacular of honey coloured Horton stone.

Fig.31: Key features found in Bodicote



Bodicote is located immediately to the south of Banbury and is bounded by Oxford Road to the east and fields to the west.

The oldest part of the village dates from 13th Century and development has occurred continually. The historic plan identifies the location of the original village centre along Church Street in the west of the village. Development and infill have occurred along the routes through the historic core including East Street / Weeping Cross and Broad Gap.

Modern development has occurred in the south of Bodicote and is typical late twentieth century with a number of culs-de-sac.

Key lessons from Bodicote:

- Varied building height and roofscape
- Steep pitched roofs
- Tall boundary walls
- Winding routes
- Informal lanes branching off the main routes
- Soft landscaped edges
- Building line defines the edge of the highway
- Red brick and ironstone
- Slate, tile roofs and thatch

3.0 CHARACTER PRECEDENCE

3.5 Deddington

3.1 Introduction to character precedence appraisal
3.2 Banbury 3.3 Bodicote
3.4 Deddington

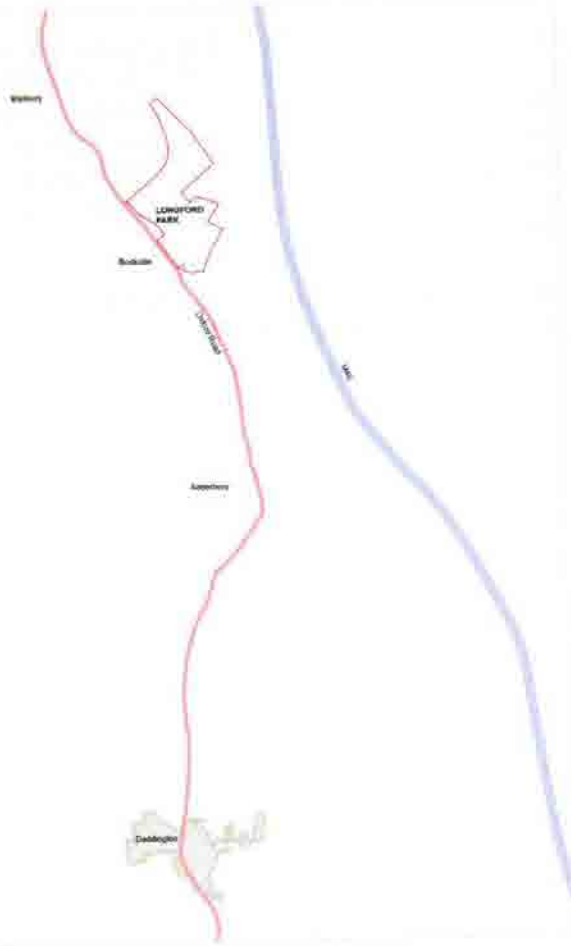


Fig.32: Deddington in relationship to the site.



Fig.33: Aerial view of Deddington



Fig.34: Historic map of Deddington from 1814 featuring Deddington Castle moat.



Fig.35: A typical street leading to Market Place. In the village centre buildings front directly onto the street, with narrow pavements.

Again, variety of roofscape and building height is evident here. There are few examples of plinth features within the street as identified here on the right.



Fig.36: Deddington has a mixed use village centre with a number of shops and services. The ground level shops have slightly larger windows than the residential uses above. Other window features include stone mullions and bay windows. Third storey windows are significantly smaller than at ground level.

Fig.37: Key features found in Deddington



Deddington is located approximately 7km south of Longford Park. Deddington was a key settlement along the Oxford Road toll road and developed both east and west of the road. The majority of development occurred to the east of Oxford Road; (which is identified as High Street and New Street within the village centre) towards the grounds of Deddington Castle.

There are a number of key routes within the village centre whose organic routes have created a range of varied shaped development blocks.

Market Place forms the focal point of the village and includes two village greens and a four storey mixed use block. The significance of the village green has been reduced with the introduction of Market Place road going through it. The historic market place is fronted by a number of commercial buildings in front of the church. The central market area is still clearly defined by the building line, despite there being a number of routes that distract it from it.

Later development occurred to the west of the High Street along Hempton Road. This area has a more formal development pattern with large front and back gardens off a number of culs-de-sacs and loop roads.

The main Oxford - Banbury Road now by-passes the historic town centre.

Key lessons from Deddington:

- Mixed use centre and a range of uses over different floors
- Steep pitched roofs
- The existing routes within the village have shaped development blocks.
- Buildings are developed up to street line to create hard edges.
- Wide frontages and narrow plan plots.
- Vistas are stopped with individual buildings at the end, to create views.
- Hard and soft central spaces
- Buildings are a range of scales

4.0 VISION AND PRINCIPLES

4.1 Vision

Longford Park will be a place with a distinct character, which has well laid out streets and buildings, and is responsive to the local landscape and architectural setting. It will be a new environment in which people will want to live and play.

Longford Park is primarily to accommodate the need for new homes, but in so doing it will also provide a wide range of important local amenities. Some of these amenities have a wide geographic spread, such as the community park and play spaces. However, many are clustered in the core of the development to provide vitality at its heart. This group of amenities includes shops, offices, a school, civic uses such as a hall, a nursery, and possibly a health practice and place of worship; all of these uses will integrate into housing of different tenures and types.

There are two main neighbourhood groups; The Plateau is located to the north eastern side of the Oxford Road and Haynesbridge is located to the south western side of the Oxford Union Canal. Each of these areas contains specific landscape features such as mature trees, hedgerows and lanes, all of which have been designed into the urban areas in a way that respects and enhances their setting.

The Design Codes for Longford Park will adhere to guidance provided in PPS3; Housing. The guidance identifies that

'Matters to consider when assessing design quality include the extent to which the proposed development: 'Creates, or enhances, a distinctive character that relates well to the surroundings and supports a sense of local pride and civic identity.'

PPS 3 explains that local authorities should work together with communities in establishing design policies for new developments within their area. These should particularly concentrate on

'places, streets and spaces which meet the needs of people; are visually attractive; safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character.'



Fig.38: Potential character of place.

The following pages provide guidance on the detailed design principles that are included in the design code.

Fronts and backs

Dwellings will provide a clear definition between the private space of the interior of the house, the rear external space and the public space of the street. All dwellings will follow this pattern. Therefore there will be no pavilion buildings within the Longford Park development.

In the majority of cases, layouts will form continuous fronts and backs in order to generate a consistent level of privacy.

Windows should ensure privacy with the dwelling but enable surveillance of the street by occupiers.



Fig.39: Section illustrating fronts and backs

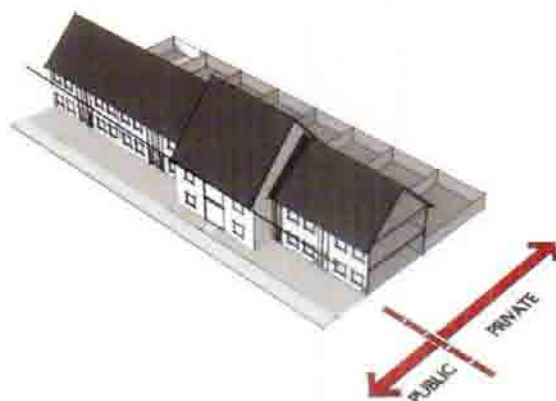


Fig.40: Axonometric of front and back treatment

Active Frontage

The treatment of the ground level frontages will be central to the creation of vibrant streets particularly in the mixed use areas. In order to ensure that these frontages are 'active', they require frequent doors and windows and few blank walls. Typically, active frontages will also include lively internal uses (the most sociable rooms of the house) that are either visible from the outside or that 'spill out' onto the street.

No blank walls will be set out around the village square.

Rear parking to dwellings will not automatically dictate rear front doors as this weakens the connection between dwelling and street. Ground floor flats must each include a front door which faces the street, whether the building use is residential or commercial.



Fig.41: Correct front and back treatment

4.0 VISION AND PRINCIPLES

4.2 Development Principles

Privacy and Outlook

Care should be taken when detailing the privacy distance between habitable rooms at the rear of the properties across gardens. Consider the local context. It is generally considered correct that a distance of 20m between buildings should be applied to maintain privacy and amenity levels.

The exceptions to this guidance include where development is single storey or single aspect. In these situations alternative design solutions must be applied such as screening.

Corner Buildings

Corner sites are visually prominent, and have two frontages facing the street. Therefore additional care is needed in design and layout. Design for corner buildings must ensure that they address both the primary and secondary routes. Standard house types that have not been amended to suit this setting will not be acceptable.

Where these occur in a mixed-use setting, frontage access will be required for upper floor uses. These are to be integrated into the ground floor active frontage with minimal blank walls. This will ensure that even upper floors have their own front door, and will not be accessed from the back.

All facades facing public space will require additional windows to enhance the setting of the whole.

Building Heights

The approach is to respond to the local setting. Storey heights will be lower close to existing residential neighbours to the west, and along the rural edge to the south. These will be up to two storeys. Building height may increase up to three storeys in the village centre and at the canal frontage.

A varied roofline adds interest to the overall streetscape and can help identify key buildings.

The alignment of the roof pitch at corner buildings can determine how it fronts onto the primary and secondary streets.

Flat roofs are not appropriate or acceptable within the Longford Park development.

Dormer windows are a typical feature of the Banbury area but should not be used on roof slopes of less than 45 degrees (see Fig. 122) pg65.

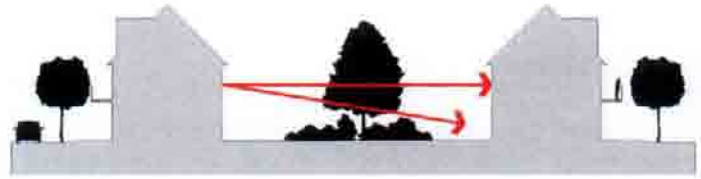


Fig.42: Privacy distances between dwellings

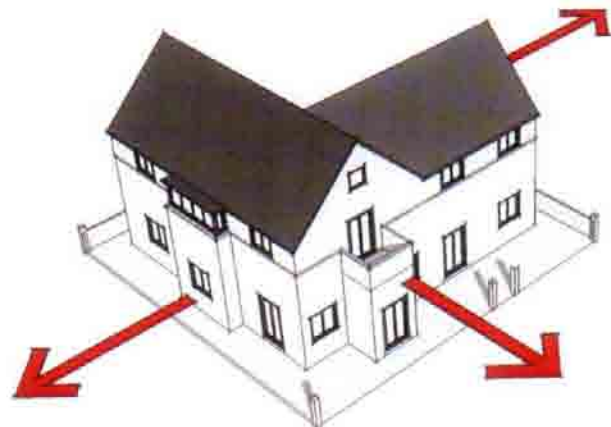


Fig.43: Treatment for corner buildings



Fig.44: Maximum heights

Key Buildings

Key Buildings are exemplars that stand out from their neighbours. As such, they bring focus and identity. They are often used to terminate vistas, define edges or enhance corners. In gateway locations, such as those identified in the Key Groupings, they are used to mark areas of different character or the entrance to the development.

The plan overleaf also indicates the most appropriate locations for Key Buildings. These locations have been selected in line with the following principles:

- They are in highly visible locations within the pattern of streets and spaces
- They would be appropriate landmarks for navigation
- They hold a commanding position that is not shared by other buildings
- They are distributed throughout the plan in such a way that important pedestrian and vehicular nodes and routes become more memorable

In order to ensure Key Buildings become exemplars, innovative, bold and imaginative design responses are required that are appropriate to their settings. In order to achieve this, architectural considerations may include:

- Reinforcing the character of the Special and Memorable Place or Character Area in which the building is found
- Contemporary verandas
- Full height windows to provide a vertical proportion
- Implied double height proportions within the facade detailing
- Gables and roof details that imply a vertical emphasis
- Details that celebrate the corner of building
- Increased proportions of facade glazing
- Timber used to compliment other facade materials
- Bespoke balconies, porches and screens in metal, timber or glass



Buildings as gateways are paired across a street or lane and signify a point of transition between areas of different character.



Often known as a 'vista stopper', these buildings are the end point of a street vista and prevent longer views. They will often announce the introduction of further streets and lead the eye towards the next path.



Corner buildings are visually prominent as they have frontages on two sides and occur at the confluence of two streets or lanes. Both fronts require articulation with windows and on one side will be the main entrance.

Fig.45. Types of key buildings

5.0 CHARACTER AREAS

5.1 Main distinctions

5.1 Main distinctions

5.2 Parameters plan - Plateau East

5.3 Parameter Plan - Plateau West

5.4 Parameters Plan - Haynesbridge

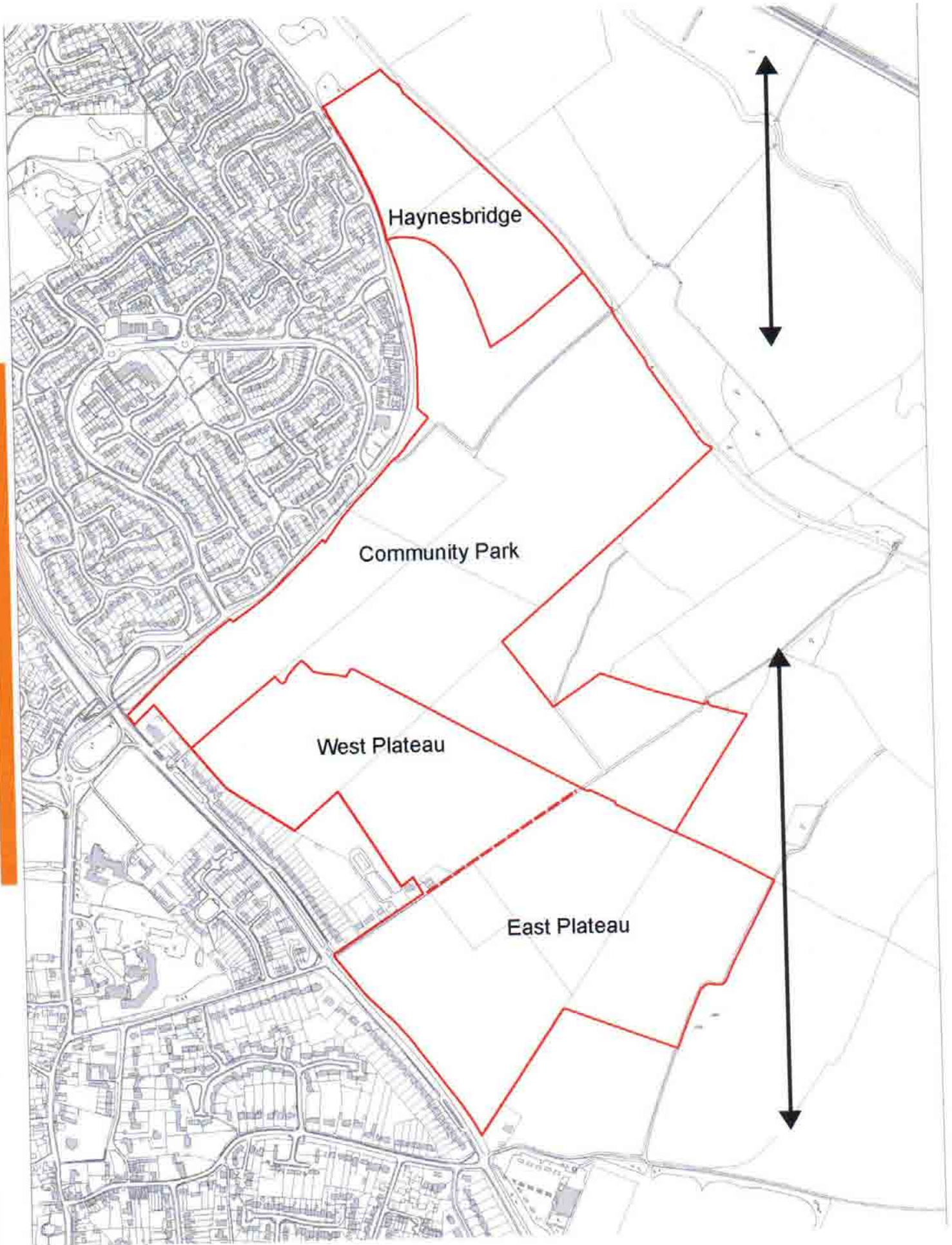


Fig.46: Plan Identifying the Haynesbridge and Plateau areas in Longford Park

5.1 Main distinctions

5.2 Parameters plan - Plateau East

5.3 Parameter Plan - Plateau West

5.4 Parameters Plan - Haynesbridge

Due to the key differences in location, environment and topography it is appropriate to have two separate character areas; Plateau and Haynesbridge.

The Plateau area is at high level to the south of Banbury and is better related to the Oxford Road and the villages that occur along this route. The "Plateau" area has therefore been considered to have more of a "village" character. The Plateau benefits from long views of open countryside.

Haynesbridge is being developed as an extension to Banbury Town Centre. The adjacent plan clearly demonstrates the Haynesbridge's close proximity to Banbury, with a number of existing facilities within 10 minutes walk.

The Haynesbridge form also ensures that as much of the views from existing residents will be maintained.

Pedestrian links from Haynesbridge to the town centre are currently being improved through the Canalside regeneration project en route to the Castle Quay shopping centre. The new pedestrian routes at Haynesbridge will link onto this tow path meaning that the town centre is within 14 minutes walk.

A series of tables which summarise the distinctive elements for the two character areas is included in Appendices D and E.

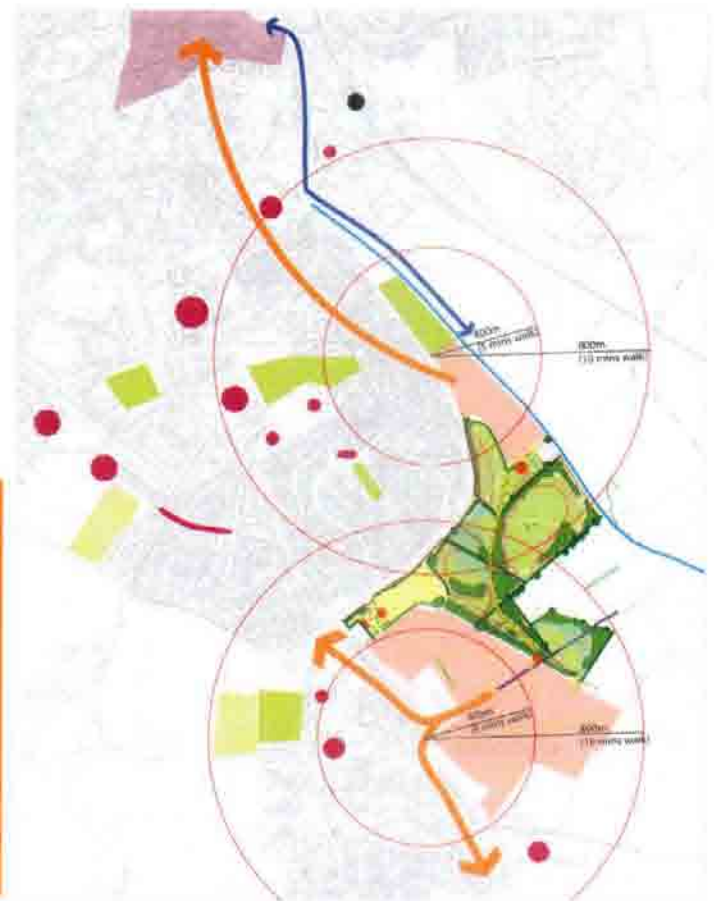
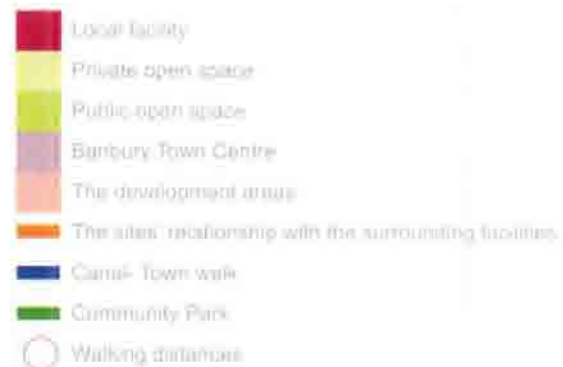


Fig. 47: Plan identifying walking distances to local facilities from the Plateau and Haynesbridge area.



5.0 CHARACTER AREAS

5.2.Parameters plan -Plateau East

5.1 Main distinctions

5.2.Parameters plan -Plateau East

5.3 Parameter Plan - Plateau West

5.4 Parameters Plan - Haynesbridge



Fig.48: Parameter Plan for Plateau East Area



Land Parcel Density

| | |
|---|---------------------------------|
| A | Up to 42d/ha |
| B | Up to 40d/ha Ex. non-resi. uses |
| C | Up to 40d/ha Ex. non-resi. uses |



Fig. 49: Movement Parameter Plan for Plateau East

- █ Primary
- █ Secondary
- █ Side Street
- █ Lane and Miles Street (inc. parallel minor street next to Canal Lane)

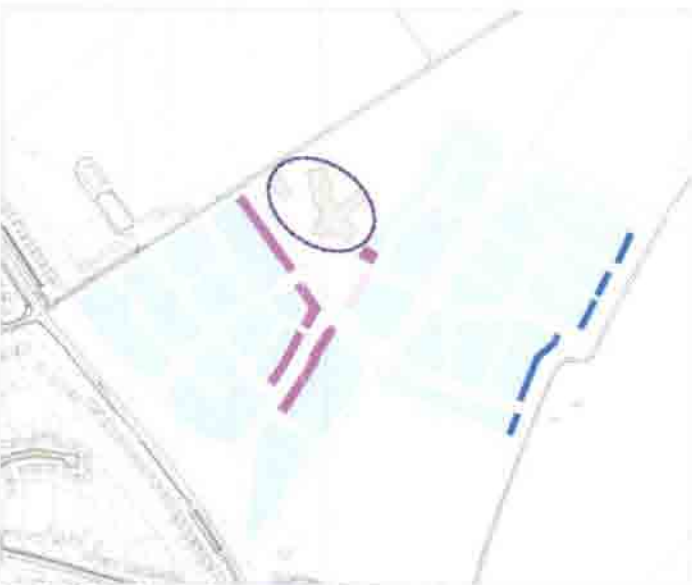


Fig. 50: Building Heights Parameter Plan for Plateau East

If market conditions will only allow for a single storey building, then additional design considerations will be given to increased scale and massing along the village square frontage. This will be accompanied by architectural features that enhance the height of the building.

- █ 2.5 - 3 Storey
- █ 2-2.5 Storey
- █ 2 Storey
- █ Retail (1/200 Storey subject to market viability)
- - - School Height not identified



Fig. 51: Landscape Parameter Plan for Plateau East

- █ Existing hedgerows to be retained
- New planting subject to street lighting and access points
- Tree to be retained



5.0 CHARACTER AREAS

5.3 Parameters plan -Plateau West

5.1 Main distinctions
 5.2 Parameters plan -Plateau East
5.3 Parameter Plan - Plateau West
 5.4 Parameters Plan - Haynesbridge



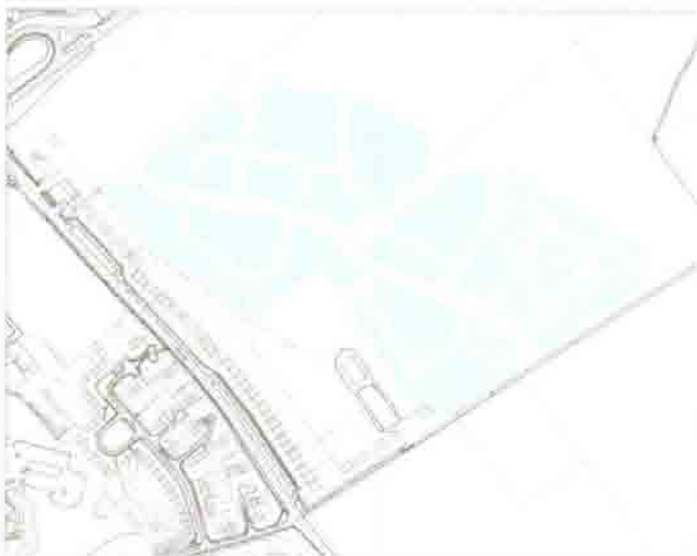
Fig.52: Plan identifying the built form of Plateau West Area





- █ Primary (for bus)
- █ Secondary
- █ Side Street
- █ Long and minor street

Fig.53: Movement Parameter Plan for Plateau West



2-2.6 Storey

Fig. 54: Building Heights Parameter Plan for Plateau West



- █ Existing hedgerows to be retained
- New planting subject to street lighting and access points

Fig. 55: Landscape Parameter Plan for Plateau West

5.0 CHARACTER AREAS

5.4 Parameters Plan - Haynesbridge

- 5.1 Main distinctions
- 5.2 Parameters plan - Plateau East
- 5.3 Parameter Plan - Plateau West
- 5.4 Parameters Plan - Haynesbridge**



Fig. 56: Parameter Plan for Haynesbridge

- Park Frontage
- Hedgerow Late Frontage
- Charwell Heights Frontage
- Canal Frontage
- Canal Basin Frontage
- Protected Trees
- Key Tree
- ★ Key Building
- Development Parcel
- Development Block
- Primary Route
- Open Space and preserved green corridors
- Possible Canal Basin

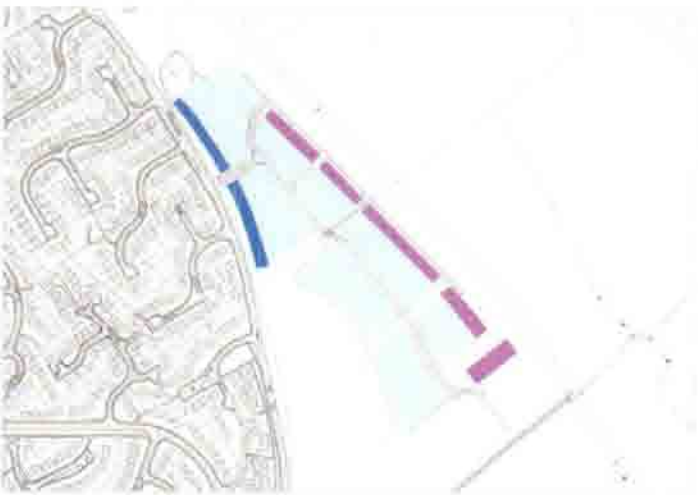
| Land Parcel | Density |
|-------------|--------------------------------------|
| F | Up to 40 d/ha Ex. non- resi. uses |

- 5.1 Main distinctions
- 5.2 Parameters plan - Plateau East
- 5.3 Parameter Plan - Plateau West
- 5.4 Parameters Plan - Haynesbridge**



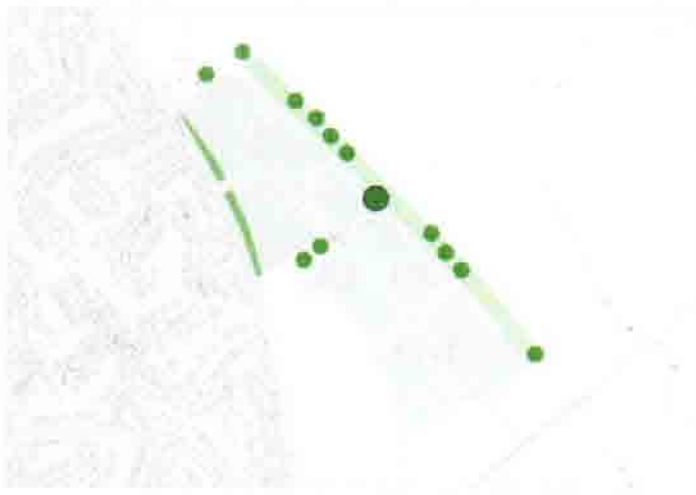
- Primary
- Side Street
- Lane and Minor Street

Fig.57: Movement Parameter Plan for Haynesbridge



- 2.5-3 Storey
- 2-2.5 Storey
- 2 Storey

Fig. 58: Building Heights Parameter Plan for Haynesbridge



- Key tree
- Protected Trees
- Landscape setting of Canal
- Informal verge in Bankside

Fig. 59: Landscape Parameter Plan for Haynesbridge

6.0 KEY LOCATIONS

6.1 Introduction

At a more detailed level, key groups of buildings around spaces help to define the visual distinctiveness of a place. They include the most public frontages and places that help you find your way around. They are also the places within the overall plan that are most important in establishing a sense of place and arrival.

The plan opposite indicates the most appropriate locations for the key groups at Longford Park. The places are:-

- Village Centre
- Hedgerow lanes
- Park Fringe
- Oxford Road frontage
- Cherwell Heights frontage
- Canal Frontage
- Canal Basin Frontage

The following parameters plans will provide instruction and guidance for:

- Spatial organisation
- Access
- Servicing
- Overlooking
- Prospect

Guidance is provided for suitable plant species for each location. The tables on the following pages illustrate the limited palette for each location.

6.1 Introduction 6.2 Key Locations Plan

6.3 Village Centre 6.4 Park Fringe 6.5 Canal frontage

6.6 Hedgerow Lanes 6.7 Oxford Road frontage

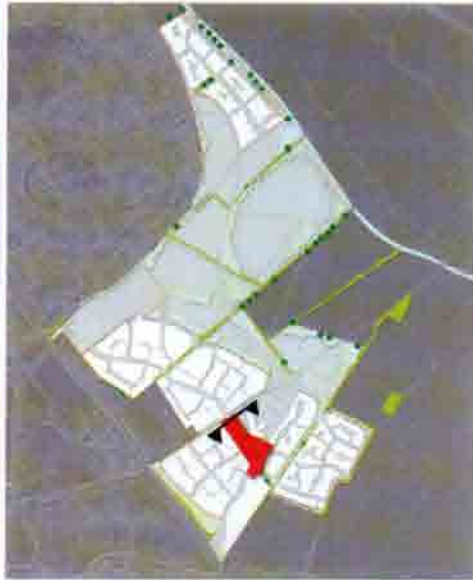
6.8 Cherwell Heights frontage



Fig.60: Plan identifying Key Locations within Longford Park

6.0 KEY LOCATIONS

6.3 Village Centre



- A** Area to allow for parent and children gathering
- B** Children and staff access to school
- C** A proportion of school building frontage set on to the back of the square. No additional set-back space required
- D** Boundary treatment of dwarf wall with railing over
- E** Key building to terminate vista from Oxford Road
- F** Servicing and parking private access for retail parcel
- G** Footpath frontage between development parcels and hedgerow corridor
- H** Residential frontage
- I** Recycling

Note-
 Recycling facilities will have to comply with CDC's guidance on the operational needs of environmental services. The facility would be an integral part of the built environment, out of obvious public view and accessible by refuse collection services.

Fig. 61: Plan identifying the Village Centre

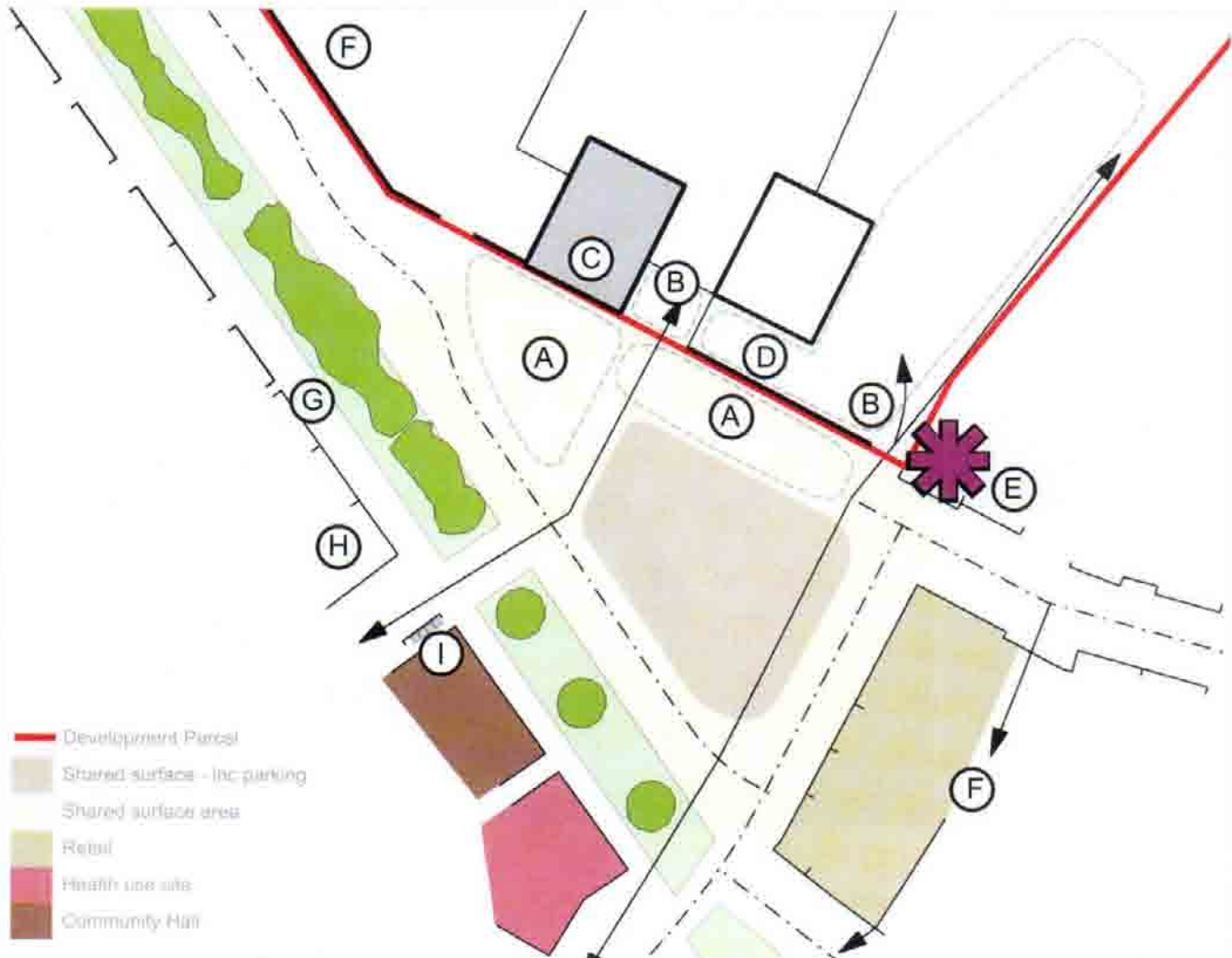


Fig.62: Parameter Plan of the Village Centre



View of sketch



Fig.63: Axonometric of the Village Centre

Cross section at the Village Centre

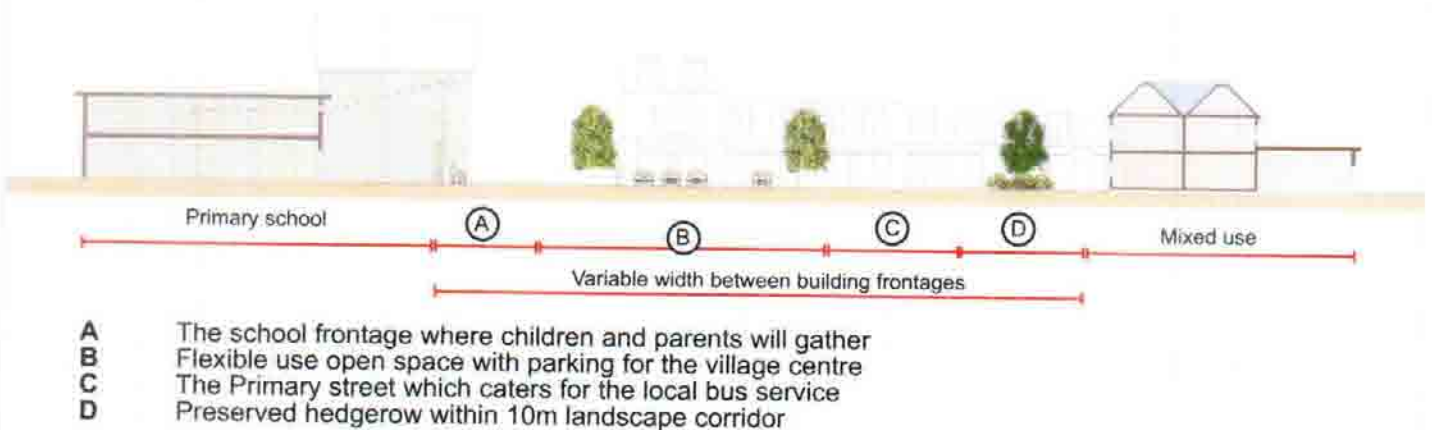


Fig.64 Axonometric of the Village Centre

6.0 KEY LOCATIONS

6.4 Park Fringe

6.1 Introduction 6.2 Key Locations Plan
 6.3 Village Centre **6.4 Park Fringe** 6.5 Canal frontage
 6.6 Hedgerow Lanes 6.7 Oxford Road frontage
 6.8 Cherwell Heights frontage



Fig. 65: Plan identifying Park Fringe location

Cross sections through Park Fringe

- A** Courtyard houses to the back of park frontage
- B** New residential plots with aspect towards the park
- C** Frontage access to vary between Lane or footpath only
- D** Buffer planting to mitigate long views towards housing
- E** Extent of development parcel
- F** New residential plots with aspect towards the park
- G** Lane with pin kerb edging
- H** Existing hedgerow



Fig.66: Section 1: Northern edge of school playing fields

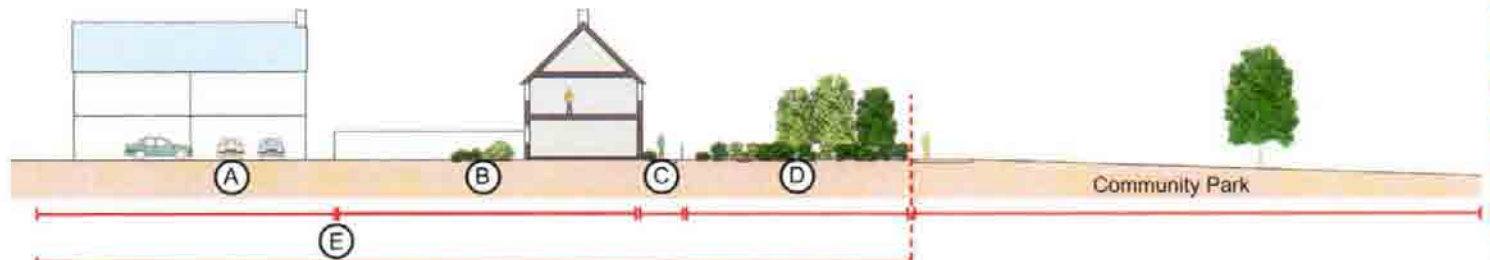


Fig.67: Section 2: Typical edge with footpaths frontages



Fig.68: Section 3: Typical edge with hedgerow lane frontages (also indicated Haynesbridge Park frontage)

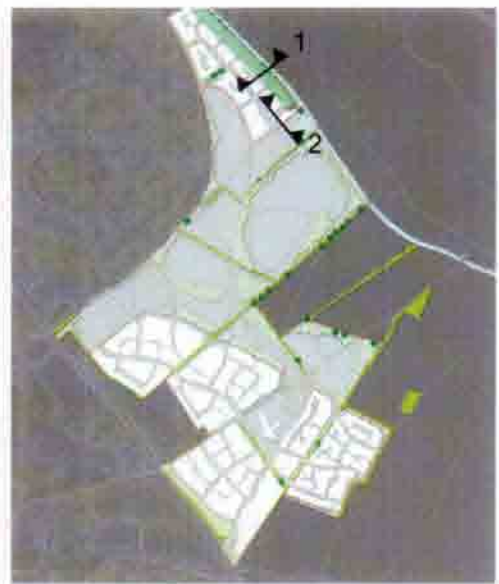
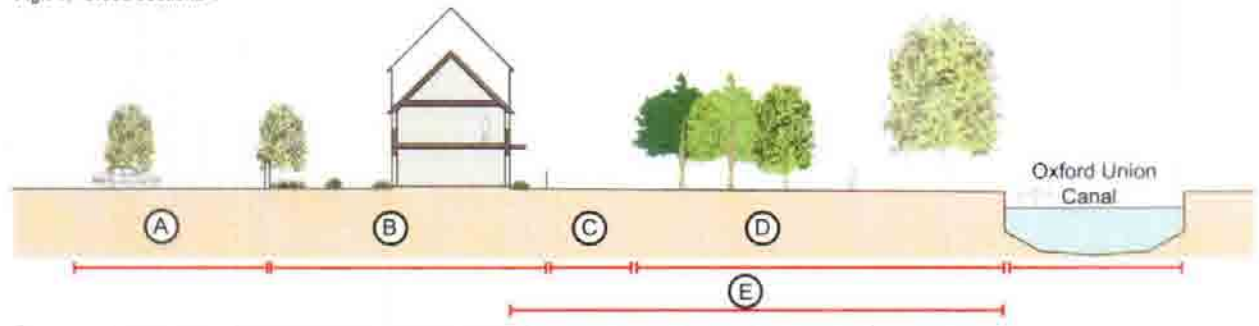


Fig.69: Plan identifying Haynesbridge location



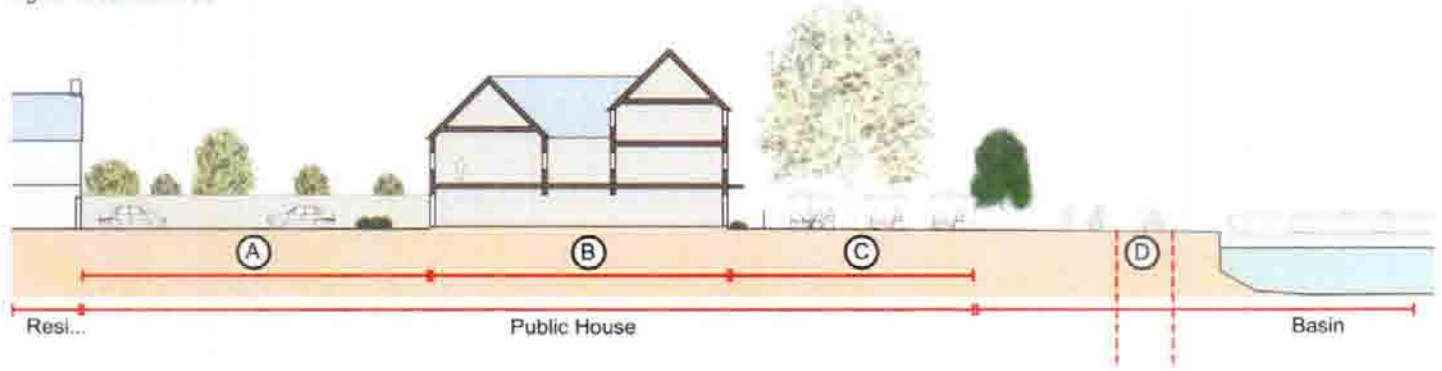
Fig.70: Sketch of Haynesbridge Frontage

Fig.71: Cross sections: 1



- A Rear parking courts to occur in sections where Haynesbridge is footpath only
- B Plots with aspect towards the Oxford Union Canal
- C Frontage access to vary between Lane or footpath only with parking behind the building line
- D Grassland with new and existing trees, to include informal footpaths
- E 30m set-back between canal edge and building frontage

Fig.72: Cross sections 2



- A Customer car park
- B Public House
- C Pub garden Haynesbridge setting
- D Ensure access to existing drainage connections

6.0 KEY LOCATIONS

6.6 Hedgerow Lanes

5.1 Introduction 6.2 Key Locations Plan
 6.3 Village Centre 6.4 Park Fringe 6.5 Canal frontage
6.6 Hedgerow Lanes 6.7 Oxford Road frontage
 6.8 Cherwell Heights frontage



Fig.73: Plan Identifying Hedgerow Lanes location



Fig.74: Typical square section timber bollard defining edge of development.



Fig.75: Typical frontage in urban area where footway divides development from hedgerow corridor

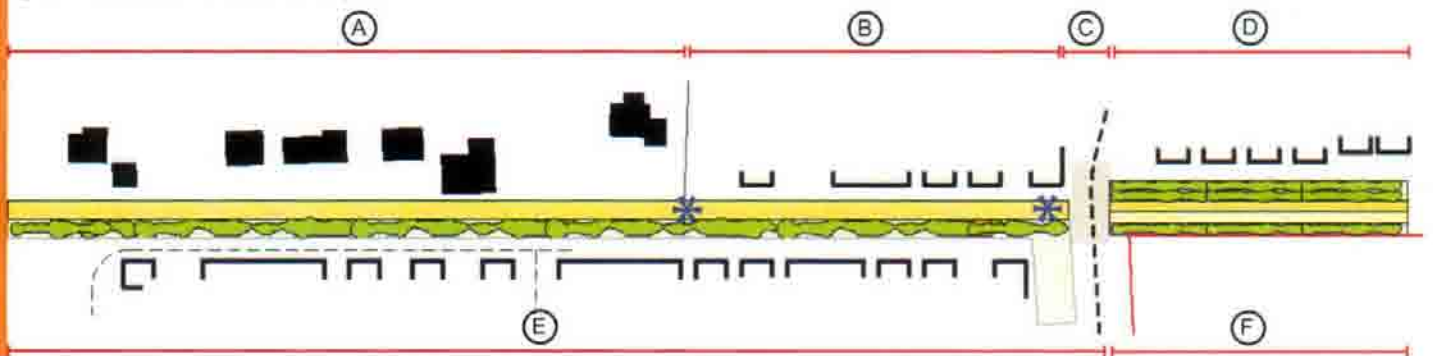


Fig.76: Typical agricultural style gate at the end of Canal Lane.



Fig.77: Typical lane where low density housing is masked by hedgerows.

Fig.78: Parameters Plan of the lanes layout

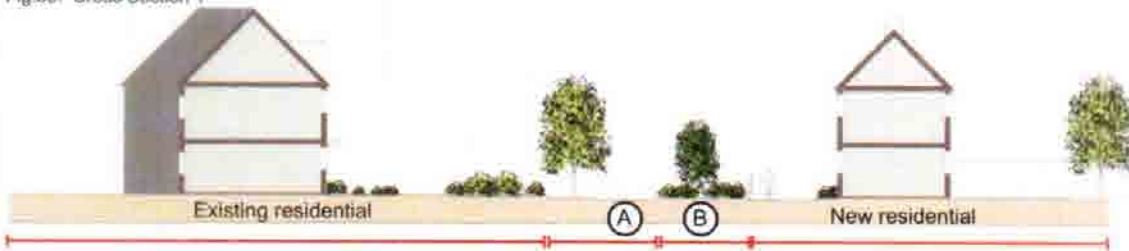


- A** Existing properties fronting onto Canal Lane. These are the only properties that have vehicular access onto Canal Lane.
- B** New residential fronting onto Canal Lane. No vehicular access onto Canal Lane. A parallel footpath for front door access is located between Canal Lane and front doors of new properties.
- C** No vehicular access to protect Canal Lane from the impact of development. A special traffic calming feature to signify location of Canal Lane.
- D** New residential fronting onto Canal Lane will have no vehicular access. A parallel footpath or a frontage access drive can be located between Canal Lane and front doors of new properties. Frontage landscape to include SUDS drainage within soft landscape setting.
- E** New residential fronting onto Canal Lane will have no vehicular access. A parallel footpath or a frontage access drive can be located between Canal Lane and front doors of new properties. Frontage landscape to include 5m wide hedgerow corridor.
- F** School fields frontage to include new 3m soft landscape corridor.
- *** Timber gate



Fig.79: Plan identifying sections through the Lanes

Cross sections through Canal Lane
Fig.80: Cross Section 1



New residential not less than 20m from existing house frontages

Fig.81: Cross Section 2

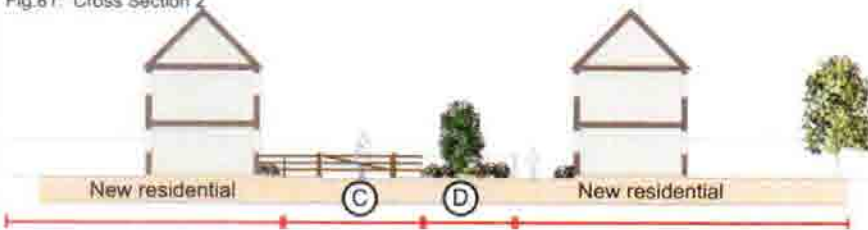
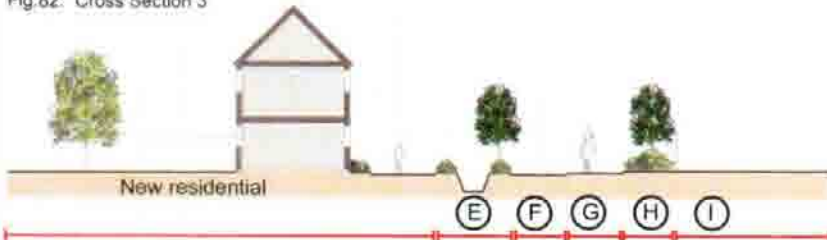


Fig.82: Cross Section 3



- A Canal Lane
- B Existing hedgerow
- C Canal Lane gated
- D Restored hedgerow
- E Drainage in soft landscape
- F Canal Lane
- G Grass verge for horses
- H Existing hedgerow
- I School playing field

6.0 KEY LOCATIONS

6.7 Oxford Road frontage

6.1 Introduction 6.2 Key Locations Plan
 6.3 Village Centre 6.4 Park Fringe 6.5 Canal frontage
 6.6 Hedgerow Lanes **6.7 Oxford Road frontage**
 6.8 Cherwell Heights frontage

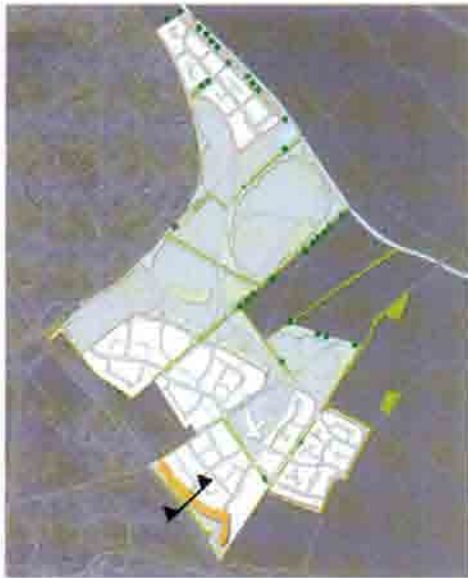
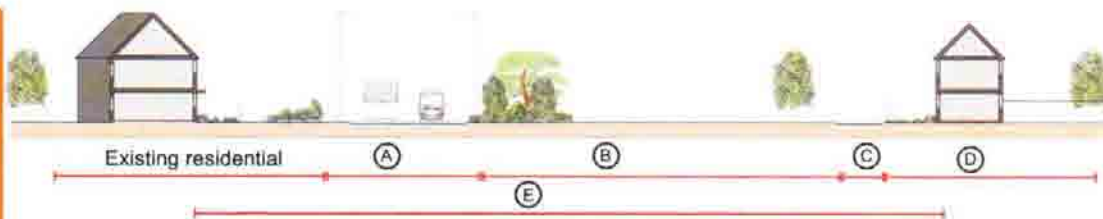


Fig.83: Plan Identifying Oxford Road location

Fig.84: Oxford Road sketch



Fig.86: Cross sections through Oxford Road



- A** The A4260, Oxford Road
- B** Informal grass area including existing Oxford Road hedgerow
- C** Lane access to new houses
- D** New residential plots with aspect towards open space
- E** New and existing frontages. Generous set-back between frontages of not less than 60m

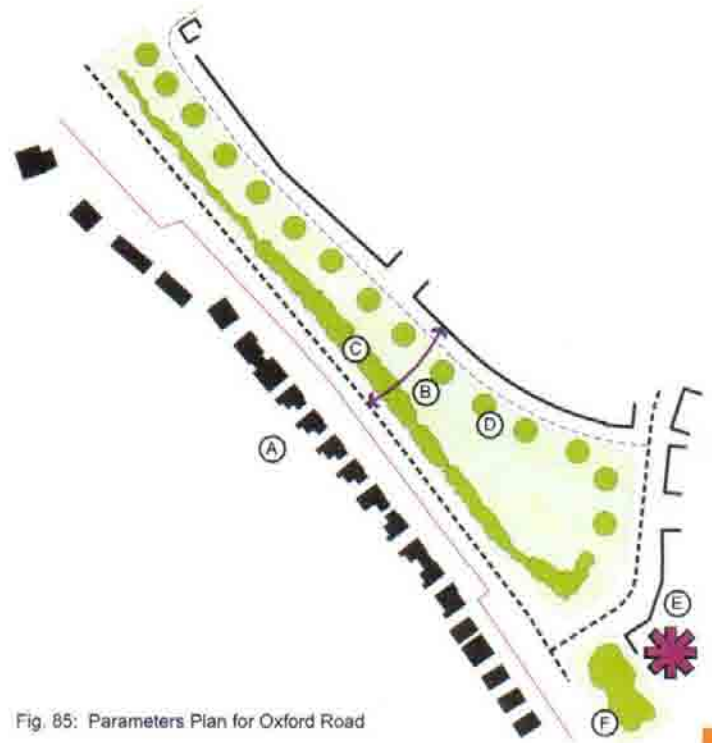


Fig. 85: Parameters Plan for Oxford Road

- A** Existing Oxford Road properties with large setback and enclosures
- B** Informal open space of variable width to provide character to the setting of existing properties and the new properties of Longford Park
- C** Existing hedgerow
- D** Tree planting to define the back edge of the Lane fronting Oxford Road
- E** Key building to terminate vista for those leaving Banbury by Oxford Road
- F** Ensure continuity of landscape setting to southern point of site



Fig.87: Plan identifying Cherwell Heights location

Fig.88: Artist's impression of Cherwell Heights frontage at Bankside

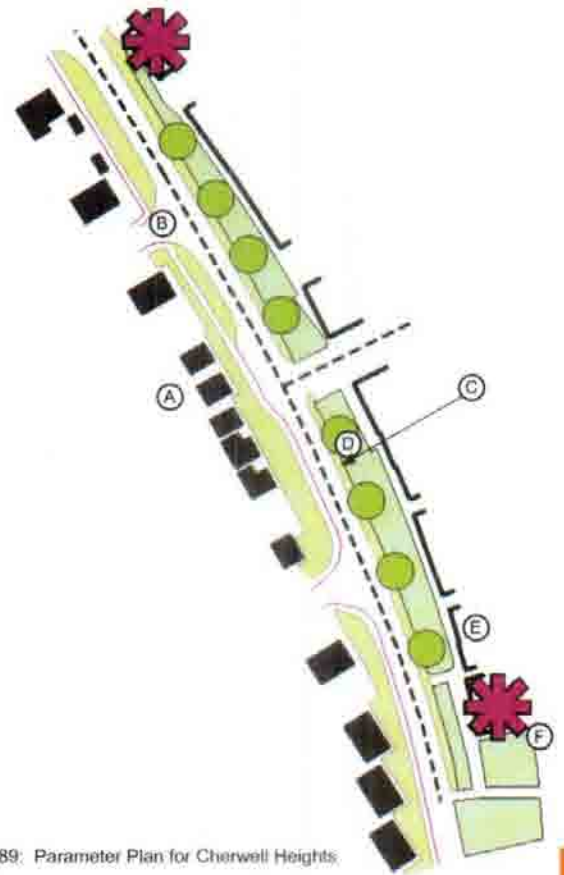


Fig.89: Parameter Plan for Cherwell Heights

- A** Existing Cherwell Heights properties with gardens and open plan frontage
- B** Existing wide verge of informal open space of variable width
- C** Existing narrow verge to be retained
- D** New wide verge of informal open space
- E** New property frontage to follow the curve of Bankside
- F** Key building to highlight new development

Sections through Cherwell Heights

Fig.90: Section 1

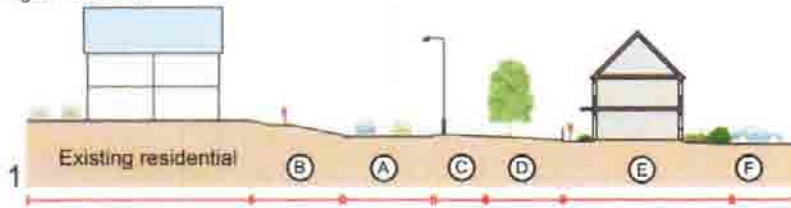
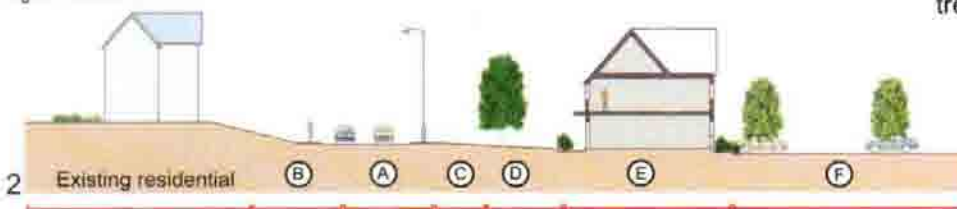


Fig.91: Section 2



- A** Bankside
- B** Existing footpath with sloping grass verge on Cherwell Heights side of road
- C** Footway
- D** Amenity grassland with intermittent Street tree planting
- E** 2 storey dwellings inc. set-back and access path
- F** Rear parking courts, Occasional street trees.

7.0 THE COMMUNITY PARK

7.1 Community Park Design Principles

This section includes briefing for the detailed design development of the park. The detailed design for the park would be determined with the District Council through the Reserve Matters process. Funding for ongoing maintenance is included in the Section 106 agreement.

Character

The Community Park forms the heart of Longford Park. It provides a variety of environments including formal play, the canal basin setting and informal open space that offers natural slopes with long views across the Cherwell Valley. The majority of the area is made up of grasslands, hedgerows and new woodland planting. There will also be wetland areas that provide the ecological enhancement of the park. It will be a place that offers a different experience all year round.

Community Park Design Principles

- Fully protects the sensitive 'valley slopes' as illustrated on the Concept Masterplan.
- Demonstrates enhanced biodiversity and habitat creation by using the species listed opposite.
- Provides a restoration of the landscape with new hedgerows and woodland copses.
- Seeks to replicate the traditional landscape character of the Cherwell Valley.
- Provides large areas of informal open space.
- Provides a robust structural planting framework assimilating the development into the broader landscape.
- Improves and increases accessibility with a new footway-cycleway route connecting the Haynesbridge and Plateau areas as informal routes across the Park.
- Provides areas of active play and formal sport provision in line with the Section 106 agreement. - See the Masterplan on page for further details.
- Fully protects existing hedgerows and semi mature hedgerow trees.

See also Assessment Plan (pages 6-7)
Landscape Plan page 10 and Key Locations
information on pages 40 and 45

7.1 Community Park Design Principles

7.2 Park Parameters Plan

| | |
|--|--|
|  | FORMAL SPORTS PROVISION (4.29ha) Includes - 2 x senior football pitches 1 x junior football pitch Pavilion building Car park LEAP and MUGA. |
|  | DETENTION BASINS 1.05ha |
|  | EXISTING HEDGEROWS AND TREES |
|  | AVENUE TREES Species: Typical Mix Tilia Cordata "Greenspire" or Streetwise Fraxinus excelsior Westhof's glory Acer campestre Quercus robur Carpinus betulus |
|  | COPSE WOODLAND - Typical Mix 60-80cm whips @ 1.5m centres 25% Fraxinus excelsior 25% Quercus robur 10% Acer campestre 10% Corylus avellana 10% Crataegus monogyna 5% Cornus sanguinea 5% Euonymus europaeus 5% Ligustrum vulgare 5% Tilia cordata |
|  | WET WOODLAND - Typical Mix 60-80cm Whips @ 1.5m centres 30% Salix fragilis 30% Alnus glutinosa 15% Salix caprea 15% Salix cinerea 5% Populus tremula 5% Salix viminalis |
|  | HEDGEROW - Typical Mix 60-80cm Whips @ 4 per linear metre 30% Crataegus monogyna 30% Prunus spinosa 5% Acer campestre 5% Corylus avellana 5% Euonymus europeasus 5% Ligustrum vulgare 5% Cornus sanguinea 5% Rhamnus cathartica 5% Viburnum lantana 5% Ilex aquifolium Fraxinus excelsior & Quercus robur standards |
|  | COMMUNITY WOODLAND |
|  | CLOSE MOWN GRASS Regular Maintenance |
|  | WILDFLOWER MEADOW Two cuts per year |
|  | UNDISTURBED GRASS AREA Mowing as advised |
|  | INFORMAL PATH / GRASS RIDE |
|  | PERIMETER TIMBER POST & RAIL FENCE |
|  | RABBIT PROOF PROTECTIVE FENCING |
|  | EXISTING PUBLIC RIGHT OF WAY - CANAL LANE |
|  | STRATEGIC FOOTWAY / CYCLEWAY LINK |
|  | OTHER SURFACED ROUTES |
|  | CHILDREN'S LOCAL EQUIPPED AREAS OF PLAY |
|  | ATTENUATION PONDS |

Fig.92: Key to the Community Park Plan



Fig.93: The Community Park

8.0 SUSTAINABLE DEVELOPMENT

Planning Policy Statement 1: Delivering Sustainable Development (ODPM, 2005) states principles for new development such as:

- social progress which recognise the needs of everyone;
- effective protection of the environment;
- the prudent use of natural resources; and
- the maintenance of high and stable levels of economic growth and employment.

Local sustainability policy will also be referred to including, Supplementary Planning Guidance, entitled *Building in Harmony with the Environment* (CDC, 2000) the Oxfordshire Structure Plan - Strategy 6 (OCC 2005) and the Cherwell Environmental Strategy (CDC 2002).

New dwellings will accord with Code for Sustainable Homes applicable at the time of construction. The development will create a sustainable and energy efficient place, which includes a green infrastructure of open space, woodland and SUDS Detention Basin.

Private housing developers at Longford Park will be required to provide homes designed to Code 3 of Code for Sustainable Homes in line with the Section 106 agreement. Affordable housing will achieve a higher Code for Sustainable homes subject to funding availability. In each case the code level proposed must form part of any Reserved Matters Application and developers must demonstrate how they will meet the standards.

Developers and their designers will be expected to demonstrate considerations of energy efficient practice under Building Regulations. Although this section is prepared as guidance as opposed to mandatory codes, observance of the elements listed below will ease compliance to the Code for Sustainable Homes level 3.

Orientation to the south

At Longford Park the layout of new buildings will be informed by their orientation which includes a preference for making use of passive solar gains and a requirement for active solar roofs.

Quality of Building Envelope

At Longford Park designers will need to consider the impact of efficient wall design and the thermal performance of their approach including a balance of:

- Higher levels of insulation for walls and roofs leading to a thicker external envelope.
- Requirement for very good 'air tightness'.
- Reducing heat losses and improving thermal comfort.

Ventilation Concept

Designers will need to consider ventilation in conjunction with building envelope design including reducing heat losses through ventilation, and the use of mechanical ventilation with heat recovery.

Sustainable Urban Drainage

The site will be drained sustainably in accordance with the Flood & Water Management Act 2010. This will include a range of approaches including swales, filter drains, ditches, attenuation ponds and rainwater being carried in the sub-base of roads under porous blocks. Some of these open features will form part of the streetscape, particularly along Canal Lane and the Minor Streets at the Park fringe.

Longford Park will be developed in conjunction with a number of other residential, commercial and specialist developers. Ownership and management will differ between sites however the authorities use of the design code should not make differences apparent to residents, occupiers or visitors.

The school site in the Plateau area could be transferred to the County Council and managed by them as the local education authority. The health parcel identified in the village centre will be developed commercially and could be transferred, in whole or part, to an NHS trust or private health provider.

The employment parcels close to Oxford Road will be developed for specific occupiers and will be managed by them. The village centre will be developed, owned and managed commercially.

Housing could either be privately owned or owned and managed by a registered social landlord. All public open space, formal sports provision and structural landscaping within open space throughout Longford Park will be offered for adoption, management and maintenance to Cherwell District Council.

Highways, including footpaths and SUDS within highways, will be offered for adoption, management and maintenance to Oxfordshire County Council. Foul sewers will be offered for adoption, management and maintenance to Thames Water.

Surface water drainage within the highway areas will be offered for adoption, management and maintenance to Oxfordshire County Council.

Compliance with the Code

This section provides guidance to the designers of reserved matter applications and to the local planning authority in the determination of these subsequent applications. It sets out the key requirements of the Masterplan and the Code as the process list 1-10, but it should not be used as a substitute for the full Code. Compliance with the Masterplan and the Design Code is expected.

Process

- 1 Designers of reserved matter applications should fully acquaint themselves with the provisions of the Code prior to starting design work.
- 2 Designers should prepare a composite plan for their parcel that brings together all the spatial components of the Code, to inform the design of the 3D parcel, taking account of any updated survey information.
- 3 This is required to be "signed off" by the LPA as an agreed interpretation of the Code for that parcel.
- 4 The designer should undertake on going pre application negotiations with the LPA, submitting sketch proposals at least one week prior to any meeting so that the LPA can liaise with colleagues from other departments and organisations.
- 5 The designer should complete the compliance checklist, fully explaining and justifying any non-compliant aspects of the proposal and demonstrate the parcel in its context. Where surrounding parcels are still vacant, the scheme should indicate a suggested form of those parcels. The Plan illustrating the spatial components of the parcel and the completed compliance checklist should be submitted to the LPA as part of the reserved matter application.
- 6 The LPA should examine the application not only against the code but also against national and local policy and generic quality thresholds, which should in any case be embedded in the Code, for example 'Manual for Streets' has informed the route hierarchy.
- 7 The LPA should endeavour to process the application swiftly, making consultees aware of the provisions of the Code.

TECHNICAL APPENDICES

A Highway Specification

A Highway Specification

B Parking C Urban Landscape

D Plateau Specification E Canal Specification

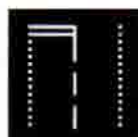
F Consultation Process

The following table outlines the key criteria for the four types of streets identified within the design code; Primary, Secondary, Side and Lane / Minor street.

The standards for the street specification has been guided by other adopted design codes prepared by Cherwell District Council.

The masterplan and detailed sections have been produced in line with these guidelines.

| | Primary Street | Secondary Street | Side Street | Lane / Minor Streets |
|----------------------------------|---|--|--|---|
| Design Speed | 20mph | 20mph | 20mph | 10mph |
| Footway | 2m min each side | 2m min each side | Varies 1.2m on one or both sides | Shared surface |
| Cycleway | On Road | On Road | On Road | On Road |
| Verge | Close to Cherwell Heights only | Close to Cherwell Heights only | None | Varies according to character area |
| Bus access | Yes. (Haynesbridge swept path analysis required for servicing). | No | No | No |
| Maximum No. of properties served | No restriction | Up to 300 | Up to 50 | Up to 25 |
| Carriageway width | 6m minimum with localised variation. | 5.5m minimum | Width variable. 4.8m min, widening to 6m min opposite garages and parking areas. | Width varies from 3.5m min widening to 6 metres opposite garages and parking area, or to follow building line in the street |
| Access to properties | Some direct access but generally only grouped access. | 100% direct access | 100% direct access. | 100% direct access |
| Tree Type | Cherry Tree (distribution in conjunction with lighting and access design) | Acer (occasional tree to enhance streetscape design) | None | None |



This table outlines suitable materials for the four street types identified within Longford Park. This table is specific to the highway corridor. Further information is provided on the wider character area as a whole (see Appendices D and E pgs 60-71).

The details in the following sections on character will augment those within this table.

It is noted that small variations may occur between the highway tables and the character tables. Under these circumstances selection is subject to the merits of an individual reserve matters proposal.

A Highway Specification

B Parking C Urban Landscape

D Plateau Specification E Canal Specification

F Consultation Process

| | Primary Street | Secondary Street | Side Street | Lane / Minor Streets |
|---|---|--|--|--|
| Carriageway surfacing | Non-porous construction hot rolled Asphalt with dark grey granite chippings | Non-porous construction hot rolled Asphalt with light grey chippings | Permeable block paving (mid grey) | Bound gravel |
| Verge surfacing | Grass with trees close to Cherwell Heights | As footway | N/A | Grass or ground cover planting |
| Footway surfacing | Impermeable concrete slabs (buff) | Impermeable concrete slabs (buff) | Permeable block | Bound gravel |
| Kerbing | Concrete kerb (160mm) and 150mm channel block | Concrete kerb (160mm) and 150mm channel block | Concrete flush channel | Concrete pin kerb |
| Traffic calming | at 60m intervals | at 60m intervals | Home Zone type arrangement | Home Zone type arrangement |
| Vehicle Swept Path | Buses | Refuse vehicles and Emergency Service vehicles | Refuse vehicles and Emergency Service vehicles | Refuse vehicles and Emergency Service vehicles |
| On Street Parking | Both sides - Where frontage access and lighting columns allow | Alternating sides of carriageway - Where access and lighting allows | Yes | Yes |
| Forward visibility | 45m | 33m | 10m | 10m |
| Junction sight lines (x/y) | 2.4m x 45m | 2.4m x 33m | 2.4x25m | 2.4 x 25m |
| Junction spacing- same side/ other side | Cross-roads | Cross-roads | Cross-roads | Driveway cross-over |
| Junction Radii | 6m max - may be tighter subject to tracking | 6m max - may be tighter subject to tracking | 3m min. 6m at junction with urban spine | Splayed |
| Street lighting | Columns- to be agreed | Columns - to be agreed | Columns- to be agreed | Bracket - to be agreed subject to service provider |

TECHNICAL APPENDICES

A Highway Specification

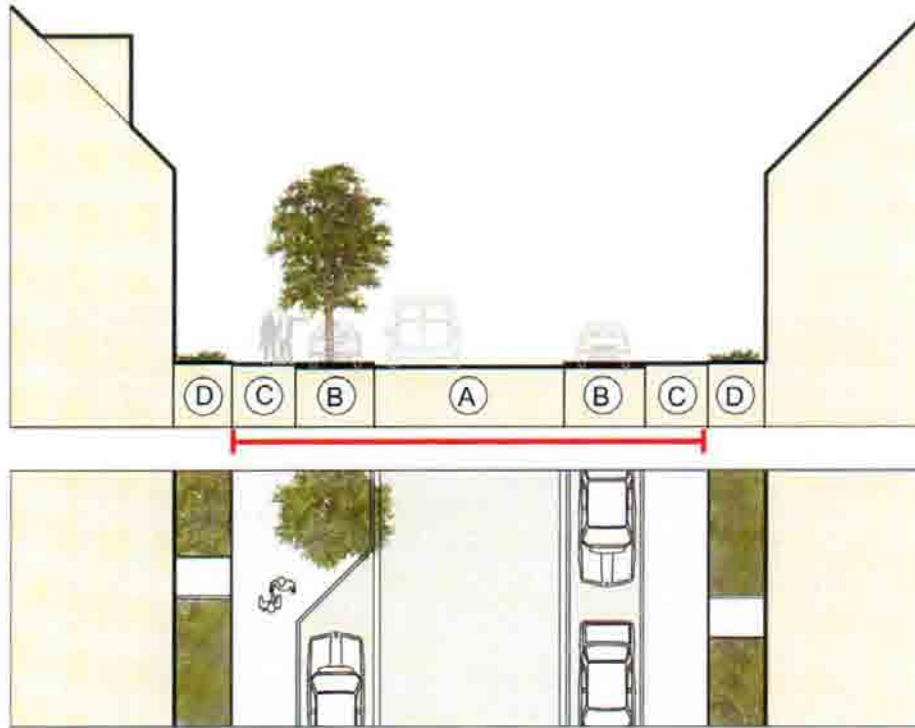
A Highway Specification

B Parking C Urban Landscape

D Plateau Specification E Canal Specification

F Consultation Process

Primary Street

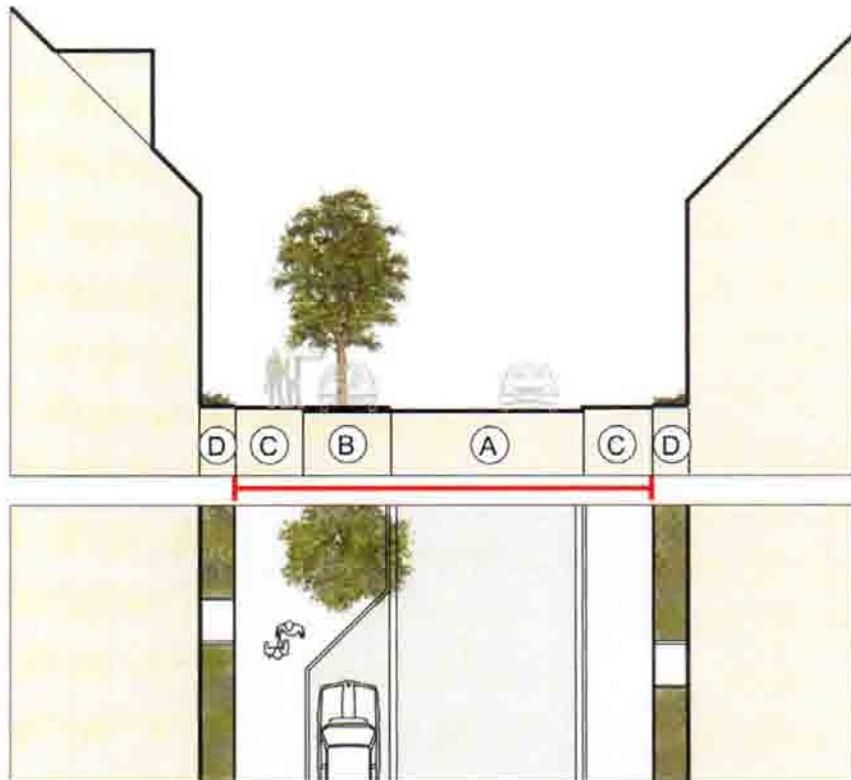


Primary Street

- A 6m min Carriageway
 - B 2.5m On-street parking subject to local conditions
 - C 2m min Footway
 - D 0.6m-4m Private set-back
-  Extent of Adoptable

Fig.94: Primary Street

Secondary Street



Secondary Street

- A 5.5m min Carriageway
 - B 2.5m On-street parking subject to local conditions
 - C 2m min Footway
 - D 0.6m-1.5m
-  Extent of Adoptable

Fig.95: Secondary Street

Side Street

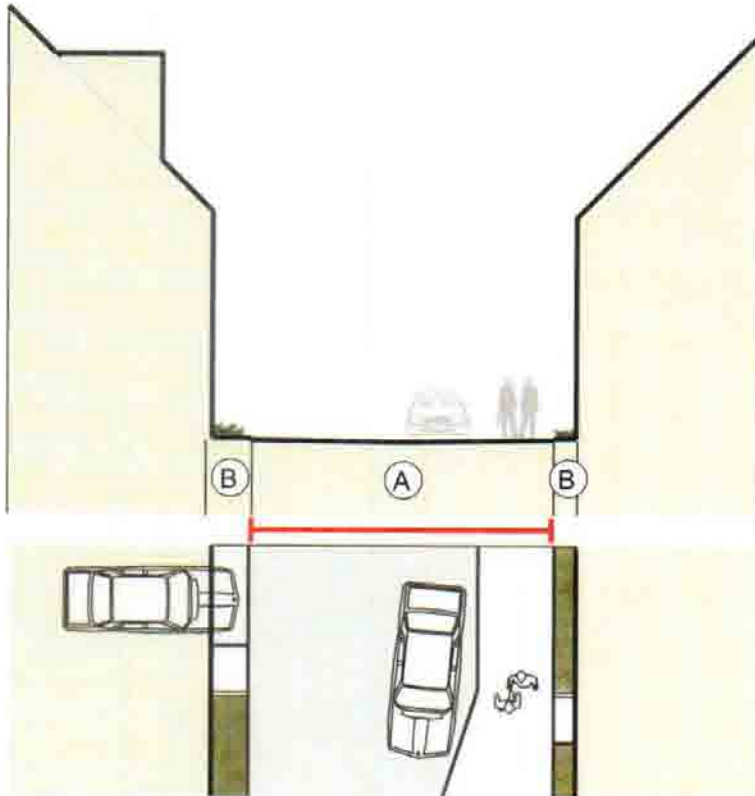



Fig.96: Side Street

Side Street

- A 4.8m -6m subject to access arrangements
 - B 0.6m- 1.2m
-  Extent of Adoptable

Lane/ Minor Street

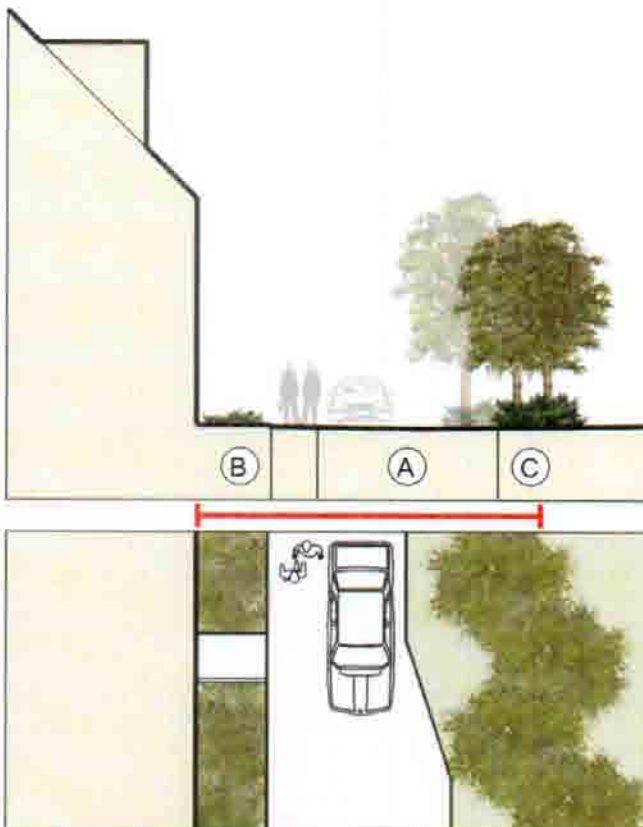



Fig.97: Lane/ Minor Street

Lanes / Minor Streets

- A 3.5m-6m carriageway subject to access arrangements.
- B 1m-3m
- C Hedgerow

 Extent of Adoptable

"Streets should no longer be designed by assuming 'place' to be automatically subservient to 'movement'. Both should be considered in combination, with their relative importance depending on the street's function within a network. It is only by considering both aspects that the right balance will be achieved. It is seldom appropriate to focus solely on one to the exclusion of the other..." Manual for Streets (2007)



Fig.98: Highway Specification

Parking for flats and houses

Parking for flats and houses can be accommodated in different ways: at the front, on the side, to the rear.

Variation will occur such as:

- garages are more likely for houses (they should preferably be located on the side or to the rear of the property);
- flats may require larger parking courtyards to the rear.

For a wide typology of possible parking options refer to EP guidance (EP, 2006).

Generally parking dimension will be: 2.4m x 6m when cars are parked in line with pavement; 2.5m x 4.8m when cars are parked at a right angle.

Car ports and garages

When on plot parking is provided, creating car ports and/or garages for residents, it is important that the size of the garage is given careful consideration. This should be 3.0m wide x 6.0m deep for a single garage, and 6.0m wide x 6.0m deep for a double garage. Internal garage dimensions have to provide enough space to accommodate a cycle and supplementary storage areas, for items such as refuse bins. Developers should also consider the flexibility of garden space for accommodating other larger items such as caravans. This can be considered on a site by site bases at reserve matters stage.

The developer should discuss with LPA specific requirements prior to the submission of Reserved Matters Application.

TECHNICAL APPENDICES

B Parking

A Highway Specification

B Parking C Urban Landscape

D Plateau Specification E Canal Specification

F Consultation Process

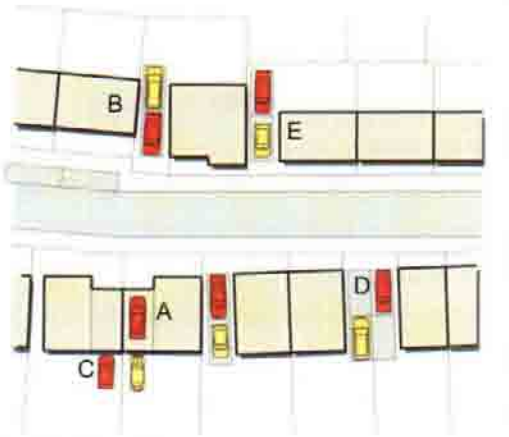


Fig.99: On-plot

- A Garage within footprint of house with potential for accommodation over.
- B Separate garage to rear of property.
- C Parking in through garage with second space immediately to rear.
- D May be paired to share door opening space.
- E To the open side of house and potential with car port roof.

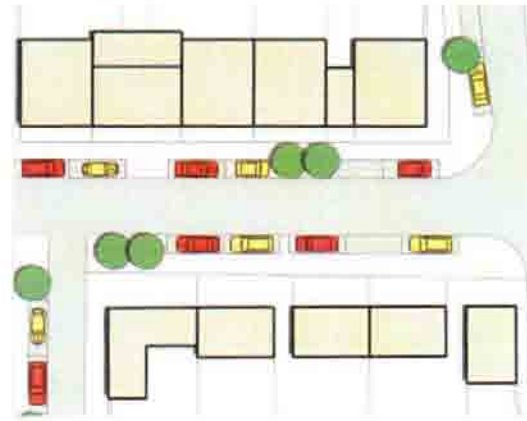


Fig.100: In line street parking

- Kerbside parking parallel to the direction of the pavement.
- Parking in marked or unmarked bays depending on formal or informal character of street.
- All spaces un-allocated.
- Breaks in continuous line of parking bays with landscape and paving features.

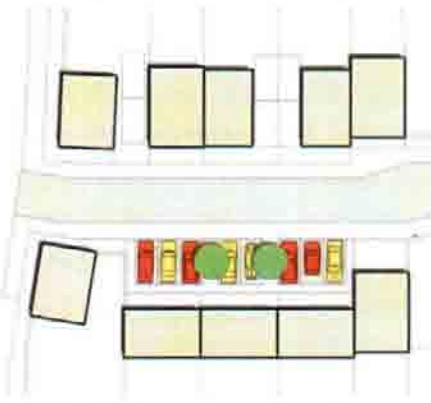


Fig.101: 90 degree on private frontage

- Kerbside parking at right angle to the direction of the street.
- Parking in marked bays and allocated per dwelling.
- Landscaping a benefit.
- Can occur on both sides of the street but increased building height required to retain sense of enclosure.
- Main adopted footway to be in front of parking bays.
- Additional adopted footpath may be considered to the dwelling side of the parking bay.

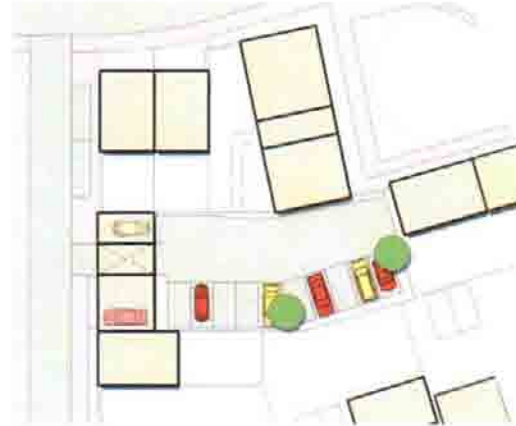


Fig.102: Rear Court

- Grouped parking within shared space.
- Accessed between or through frontage dwellings.
- Orientate dwelling to overlook court.
- Enclosed by a combination of dwelling walls and garden walls.
- Subject to comprehensive landscape design.
- A minimum of one tree per 200msq of space.

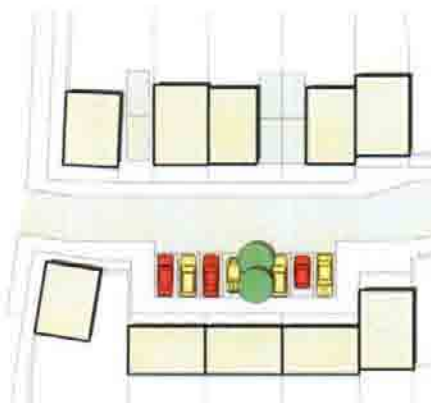


Fig.103: 90 degree on adopted frontage

- Kerbside parking at right angle to the direction of the footway
- All spaces un-allocated.
- Landscaping a benefit.
- Can occur on both sides of the street but increased building height.
- Main adopted footpath to be on the dwelling side of parking bays so car do not cross footpath.

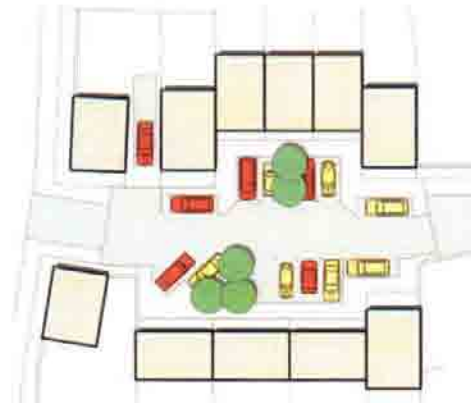


Fig.104: Grouped parking in community streets

- Designed for a range on residential uses not just car movement.
- Shared surfaces with minimal parking space markings.
- A combination of parking solutions potentially including all types mentioned above.
- Subject to comprehensive landscape design.
- A minimum of one tree per 200msq of space.
- Parking to contribute towards changes in alignment.

- A Highway Specification
- B Parking**
- C Urban Landscape
- D Platform Specification
- E Canal Specification
- F Consultation Process

Car parking is to conform to Cherwell District Council's parking advice, which refers to Oxfordshire County Council's *Local Transport Plan 2006-2011* (OCC, 2006) and *Residential Road Design Guide* (OCC, 2003).

In addition to the advice given in these documents, designers should also consider the following guides:

- *Places, Streets & Movement* (DETR, 1998)
- *Better places to live by design* (DTLR and CABE, 2001)
- *Safer Places. The Planning System and Crime Prevention* (ODPM, 2004)
- *Car parking. What works where* (EP, 2006)

The illustrations in the opposite page demonstrate the variety of methods that can be used in providing car parking for residential units. Three main types of parking are available - on street, on plot and off plot - while several parking options are obtained through the combination of different elements: the block, the street and the plot (EP, 2006).

Parking should be an integral component of urban design and a balance between on street, on plot and off plot parking is desirable in order to generate variety in the street scene, reinforce character and create a safe and vibrant place for resident and pedestrians. Cycle parking has also to be provided, in line with *Oxfordshire County Council Strategy* (OCC, 2001).



Fig 106: Off street parking



Fig 107: Car parking bays

Soft landscape components within the development area are one of three types: Hedgerows within the development area; The rural edge of the development area; and, Street trees.

Hedgerows

The consideration of hedgerows within the street will adhere to the following principles:

- Ensure maximum continuity of continuous green corridors.
- Infrastructure is to be off-set from hedgerows in order to preserve their ecological status. The off set to be 5m from centre line of hedge.
- Existing retained trees must have a greater "off set" distance following BS 5837 2005 "Trees in relation to construction". The BS standard will be applied on a parcel by parcel basis.
- Appropriate pedestrian and cycle breaks in the hedgerow are to be provided to follow desire lines.
- Hedgerows are to be incorporated within strategic view corridors where possible.
- Hedgerows are maintained at 1.5m height.

Characteristics of the rural edge include:

- Soft landscape to dominate the setting of houses.
- Landscape design of parcels to compliment the setting the Community Park structural landscape (see page 50).
- Hedgerows to form property boundaries, boundary walls and railings are not appropriate.
- Where existing planting is sparse, allow space for new planting of trees and hedgerows to become established.



Fig.108: Example of footway only along property frontage.



Fig.109: Example of lane/ minor street alongside property frontage.

Street trees

Tree planting within the streetscape is required to enhance, and be consistent with, the required character of the Plateau and Haynesbridge character areas. It is to adhere to the following principles:

- Planting opportunities to be assessed given the adjacent buildings.
- Planting is to be designed in such a way that it incorporates and functions alongside the construction of footways and buried services.
- Clear pedestrian sight lines and bus stop sight lines are to be retained.
- The effect of vegetation on forward visibility is to be taken account of in order to ensure safety and contribute to traffic calming.
- Ongoing maintenance and replacement costs are to be minimised.
- Tree spacing will be subject to local context, with the potential to include regular groupings.
- Tree pits are lined vertically with root protection barriers.
- Below ground tree anchors are used for stability.
- Back-fills are approved urban tree soils

Local Areas of Play

Longford Park has the opportunity to integrate the elements of public art, play space and Street furniture within the urban and developed areas. Rather than treat these as separate design issues, and for play standards to be set against the regulatory needs of 'The Six Acre Standard', it is intended to design all as one composition with a combined specification.

General Design Standards

- Local Area of Play (LAP). A small low-key play area (100m² activity zone)
- Adjacent properties located a minimum of 5 meters away from activity zone. Properties should provide good natural surveillance of play space. A number of properties should actively face the zone
- Play space utilises the existing hedgerow/open space as a logical location, enabling the green space to act as an appropriate buffer zone



Fig. 110: Tree planting within the street at Longford Park

Key sources of information and advice

Cherwell District Council
 tel. 01295 252535
<http://www.cherwell-dc.gov.uk>
 for general planning advice:
Planning and Development Services
 tel. 01295 221883

County Ecologist, Oxfordshire County Council
 tel. 01865 810469
 advice on wildlife & habitats

Natural England
 tel. 01993 886540
<http://www.naturalengland.org.uk>
 regional advice on wildlife & habitats

Oxfordshire County Archaeological Services
 tel. 01865 810115 or 01865 810825
 for archaeological advice

Environment & Economy, Oxfordshire County Council
 tel. 01865 815700
 for environmental, roads and transport advice

The Environment Agency
 tel. 01491 828455
 for advice on drainage & flood risk

TECHNICAL APPENDICES

D Plateau Specification

A Highway Specification

B Parking C Urban Landscape

D Plateau Specification E Canal Specification

F Consultation Process

| | Street Form | | | |
|--|--|---|---|---|
| | Townscape Experience | Street hierarchy | Landscape structure | Parking |
| Oxford Road Frontage - prominent location | A gradual widening open space with landmark frontage - Signify entrance to Longford Park - open aspect. | Primary street to cater for bus route. Dictated by engineering performance of main junction. Include street along open space | Retain Oxford Road hedgerow where junction viability allow. Re plant new hedgerow behind junction visibility line. | No frontage parking close to Oxford Road junction. On-street and access drive permitted along lane/ minor street |
| Village centre - prominent location | Sense of community core created by mix of uses and three storey massing in all non-education uses. High proportion of continuous frontage - not less than 80% of terraced formation. | Provide through access for bus and minor access to east and north. Treat whole area as civic square with non-allocated visitor parking. | Removal of hedgerow around Village centre, Breach hedge line in as compact an area as possible. New formal tree planting as part of a comprehensive landscape design. | Non-allocated throughout on-street spaces and within the civic space. Allow for school bus drop off carriageway. Commercial - privately managed parking courts. |
| Park Fringe - prominent location | Soft landscape setting for detached houses. Informal alignments of housing, and highway. Dwellings characterised by fenestration that exploit long views. | Lanes/ Minor street types of 3.5m - 6m width and no segregated footway. | New landscape buffer planting to compliment existing landscape features. | Residential - combination of on-street, on plot, adjacent, car ports. No rear parking courts in this location. |
| Hedgerow Lanes - prominent location | Townscape determined by hedgerow including edge streets, segregated footways and separated footways. | Lane/ Minor street types of 3.5m - 6m width and no segregated footway. | Managed hedgerow as central feature of street. Set in grass verge not less than 10m wide. | on-street parking on Lane/ Minor street. On-plot parking behind building line. |



| | Highway | Street materials | | |
|---|--|--|--|---|
| | | Footway | Traffic Calming Features | Landscape specification |
| Oxford Road Frontage - prominent location | Porous construction hot rolled Asphalt (buff colour) | Macadam - buff coloured | Shared surface of variable width - soft planted edge to houses | Cherry (Prunus var.) Crab Apples (Malus var.) |
| Village centre - prominent location | Permeable concrete block paving (buff colour) (tegular or similar) | Permeable concrete block paving (buff colour) (tegular or similar) | Comprehensive approach to central area | Acer platanoides 'Emerald Queen' |
| Park Fringe - prominent location | Permeable block paving or bound gravel (Addagrip or similar) | Integral to highway | Shared surface of variable width - soft planted edge to houses | |
| Hedgerow Lanes - prominent location | Permeable block paving or bound gravel (Addagrip or similar) | Integral to highway | Shared surface of variable width - soft planted edge to houses | Native mix in consultation with Cherwell District Council |

This table outlines suitable materials for the Plateau character area. This table is specific to street form and materials. Further information is provided on the highway specification (Appendix A pg 50-53).

It is noted that small variations may occur between the highway tables and the character tables. Under these circumstances selection is subject to the merits of an individual reserve matters proposal.

Landscape specifications



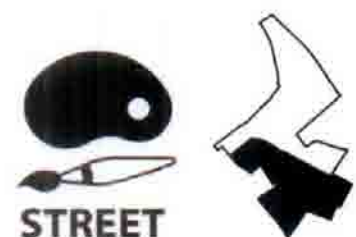
Fig.111: Cherry tree and crab apples to be used on prominent locations on Oxford Road.



Fig.112: Emerald Queen trees for prominent locations in the village centre



Fig.113: Strickia should be planted in prominent locations in the park fringe



TECHNICAL APPENDICES

D Plateau Specification

A Highway Specification

B Parking C Urban Landscape

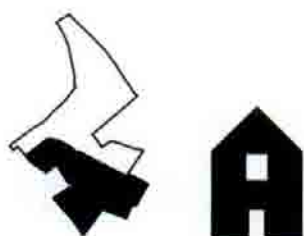
D Plateau Specification E Canal Specification

F Consultation Process

| | BUILDING FORM | | | |
|--|--|--|--|--|
| | Plan types | Roof form | Composition elements | Frontage set-backs |
| Oxford Road Frontage-prominent location | Predominantly wide frontage, narrow plan types | Predominantly eave line facing street. 45-50 degree gables in key locations emphasising narrow plan. | Parapet on key buildings | 0.5-1m |
| Village centre - prominent location | Occasional 3 storey - no bay windows. | Provide variation with lower eaves and dormers within the centre of the slope. | Large window area on mixed-use ground floors | 0.5-1m hard landscaped to form part of the public realm. |
| Park Fringe - prominent location | Predominantly 2 storey - no bay windows. Detached and semi-detached types | NLT 30% chimneys in end gable locations. Varying pitch | Functional balconies to exploit views over the Community Park | 4-7m soft landscaped boundaries. |
| Hedgerow Lanes -prominent location | Wide frontage narrow plan or square types. Predominantly with integral car ports. Terraced formation for the majority of frontage. | No code | Frontage with either large windows or bay windows to support overlooking of the street and hedgerow. | 1-2m |

NLT- No less than

NMT- No more than

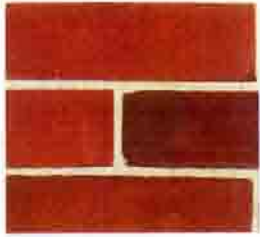


| | BUILDING MATERIALS | | | |
|---|---------------------------------|--|---|---|
| | Walls - primary | Walls - complimentary | Roofs | Building elements |
| Oxford Road Frontage-prominent location | Brick 1 red brick types NMT 80% | Brick 2 buff brick type NLT 10%. Render 1 and 3 on key buildings. | Roofing 1 terracotta tile NLT 55% Roofing 2 concrete slate Roofing 3 stonesfield slate on key buildings | Building element 1 and 2- dormers and horizontal proportion windows |
| Village centre - prominent location | Brick 1 red brick types NMT 70% | Render 1, 2 and 3 NLT 30% | Roofing 1 terracotta tile NLT 55% Roofing 3 stonesfield slate on key buildings | Building element 1 and 2- dormers and horizontal proportion windows |
| Park Fringe - prominent location | Brick 1 brick types NMT 75%, | Render 2 and 3 NLT 30% | Roofing 1 terracotta tile NLT 70% and 2 concrete slate. | Building element 3 contemporary balcony features |
| Hedgerow Lanes -prominent location | Brick 1 brick types NMT 75%. | Render 2 and 3 NLT 30% | Roofing 1 terracotta tile NLT 70% and 2 concrete slate | Building element 3 contemporary balcony features |

NLT- No less than

NMT- No more than

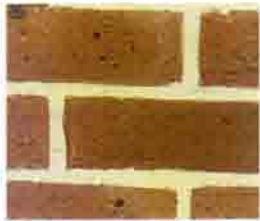




Brick 1

Light red tones
Variation of surface tones
Appearance of soft corners
See Banbury pg 17

Fig.114



Brick 2

Buff with range of tones
Only use in key locations
See Banbury reference pg17

Fig.115



Render & cast stone elements 1

Light tan from warm colour base
Cast stone trims including string courses, lintels and sills
See Banbury pg 17

Fig.116



Render & cast stone elements 2

Soft cream from warm colour base
Fully renders frontages with string course relief
See Banbury pg 17

Fig.117



Render & cast stone elements 3

Light beige from warm colour base
Fully rendered frontages with string course relief
See Banbury pg 17

Fig.118

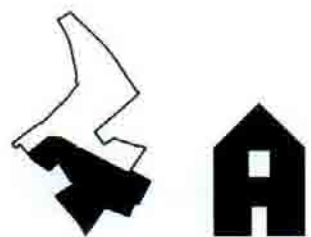




Fig.119

Roofing 1

Red to grey terracotta tile
 Used to punctuate skyline for streetscape purposes
 Soft colour variations across roof plain
 Use only black rainwater goods
 See Banbury pg 17



Fig.120

Roofing 2

Grey-blue concrete slate
 Blue to grey variation
 Ridge and hip tiles from same pallet
 See Banbury pg 17



Fig.121

Roofing 3

Artificial stonessfield slate
 In special locations and in conjunction with render and stone only



Fig.122

Building elements 1

Pitched roof dormer - see Fig.30 pg 21
 Located centre of roof slope
 Do not use on less than 45 degree slopes



Fig.123

Emphasis on horizontally proportioned windows.
 Ensure appearance of symmetry and balance.

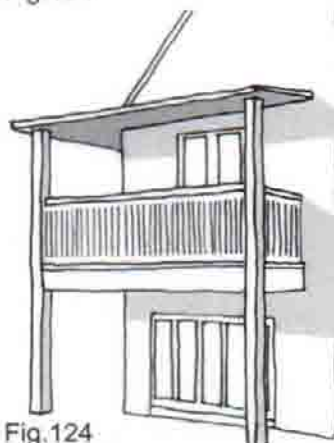


Fig.124

Building element 3

Contemporary balcony feature
 Stained or natural finish



TECHNICAL APPENDICES

E Haynesbridge Specification

A Highway Specification
 B Parking C Urban Landscape
 D Plateau Specification **E Haynesbridge Specification**
 F Consultation Process

| | STREET FORM | | | |
|-----------------------------------|--|---|--|--|
| | Townscape Experience | Street hierarchy | Landscape structure | Parking |
| Canal Frontage-prominent location | 20m set-back between building line and canal. Three storey frontage. | No residential vehicular access along Haynesbridge frontage development - controlled service access only. | Retain existing Haynesbridge trees and add intermittent groups of new trees in grassland. Introduce new footpaths. | Well overlooked and landscaped rear parking courts for Canal frontage properties. Combination of on-street, on plot, adjacent, car ports. On plot parking will be behind the building line. |
| Cherwell Heights Frontage | Grassland set-back of variable width. Building height to exploit the fall of land. All edge buildings 2.5-3 storey high to face Bankside | Minor residential street in core of character area. | Intermittent groups of new trees in grassland. Introduce new footpath to access property frontages. | Well overlooked and landscaped rear parking courts for Cherwell Heights frontage properties. Combination of on-street, on plot, adjacent, car ports. On plot parking will be behind the building line. |
| Park Fringe - Prominent location | Soft landscape setting. Informal alignments of housing, and highway. Dwellings characterised by fenestration that exploit long views. | Lane street types of 3.5m-6m width and no segregated footway. | New intermittent planting of specimen trees to compliment existing landscape features. | Residential - combination of on-street, on plot, adjacent, car ports. No rear parking courts in this location. On plot parking will be behind the building line. |



| Canal Frontage-prominent location | Highway | STREET MATERIALS | | |
|-----------------------------------|--|----------------------|--|--|
| | | Footway | Traffic Calming Features | Landscape specification |
| Cherwell Heights Frontage | None | Macadam Buff Colour | Shared surface of variable width - soft planted edge to houses | Cherry (Prunus var.) Crab Apples (Malus var.) |
| Park Fringe - Prominent location | Permeable block paving or bound gravel (Addagrip or similar) - only where access is required | Integral to highway. | None | Acer platanoides 'Emerald Queen' |
| Canal Frontage | Permeable concrete block paving (buff colour) (tegular or similar) | Integral to highway | Shared surface of variable width - soft planted edge to houses | Crataegus monogyna 'Stricta' |

This table outlines suitable materials for the Haynesbridge character area. This table is specific to street form and materials. Further information is provided on the highway specification (Appendix A pg 50-53).

It is noted that small variations may occur between the highway tables and the character tables. Under these circumstances selection is subject to the merits of an individual reserve matters proposal.

Landscape specifications



Fig.125: Stricta should be planted in prominent locations in the park fringe



Fig.126: Mountain Ash to be planted at prominent locations all along the Main Street.



| | BUILDING FORM | | | |
|---------------------------------------|---|---|---|---|
| | Plan types | Roof form | Composition elements | Frontage set-backs |
| Canal Frontage- Prominent location | Combination of wide plan and deep plan types. Ensure that deep plans do not result in large and intrusive roof areas. | Varied roof line exploiting parapet end gables. Punctuate roof with dormers in key locations. | Functional balconies to exploit views over the Cherwell Valley. | 3-4m set-back from nearest Haynesbridge footpath. |
| Cherwell Heights Frontage | Predominantly 3 storey - Ensure that deep plans do not result in large and intrusive roof areas. | Provide variation with lower eaves and dormers within the centre of the slope. | Building at corner of Bankside and Bankside Park to be dual aspect with frontage elevations in both directions. | 8-9-14m from edge of highway |
| Park Fringe - Prominent location | Predominantly 2 storey . Terraced and semi-detached types. | NLT 30% chimneys in end gable locations. Varying pitch | Functional balconies to exploit views over the community park | 1-3m soft landscaped boundaries. |

NLT- No less than

NMT- No more than



| | BUILDING MATERIALS | | | |
|-----------------------------------|--------------------------|---|--|---|
| | Walls - Primary | Walls - complimentary | Roofs | Building elements |
| Canal Frontage-prominent location | Brick 3 red type NMT 80% | Renders 1, 3 and 4 NLT 10% colour match to lintels, sills and string course | Roofing 4 Grey concrete slate and Roofing 5 grey blue concrete slate. Approx. 50 % each type | Building element 5 and 6 - dentil brick detail and string course |
| Cherwell Heights Frontage | Brick 3 red type NMT 75% | Renders 1, 3 and 4 NLT 10% match to lintels, sills and string course | Roofing 4 Grey concrete slate and Roofing 5 grey blue concrete slate. Approx. 50 % each type | Building element 5 and 6 - dentil brick detail and string course. Including quions on key buildings |
| Park Fringe | Brick 3 red type NMT 75% | Renders 1, 3 and 4 NLT 10% match to lintels, sills and string course | Roofing 4 Grey concrete slate and Roofing 5 grey blue concrete slate. Approx. 50 % each | Building element 3 contemporary balcony features |

NLT- No less than

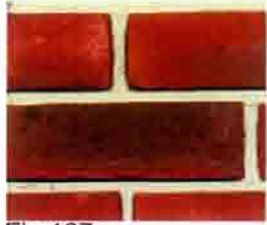
NMT- No more than



TECHNICAL APPENDICES

E Haynesbridge Specification

A Highway Specification
B Parking C Urban Landscape
D Plateau Specification **E Canal Specification**
F Consultation



Brick 3

Mid to dark red tones
Variation with flamed surface across brick courses
Appearance of soft corners
See Banbury reference pg 17

Fig.127



Render & cast stone elements 1

Light tan from warm colour base
Cast stone trims including string courses, lintels and sills
See Banbury pg 17

Fig.128



Render & cast stone elements 3

Light beige from warm colour base
Fully renders frontages with
See Bodicote pg 21

Fig.129



Render and cast stone elements 4

Light grey from warm colour base
Cast stone trims including string courses, lintels and sills
See Banbury pg 17

Fig.130



Roofing 4

Grey concrete slate
Ridge and hip tiles from same pallet
See Banbury pg 17

Fig.131



Roofing 5

Grey-blue concrete slate
Blue to grey variation
Ridge and hip tiles from same palette
See Banbury pg 17

Fig.132



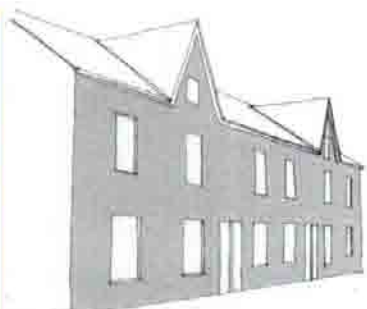


Fig. 133

Building elements 4

Eave mounted gable or dormer See Fig. 14 pg 17
Located as part of frontage elevation
Do not use on less than 45 degree slopes

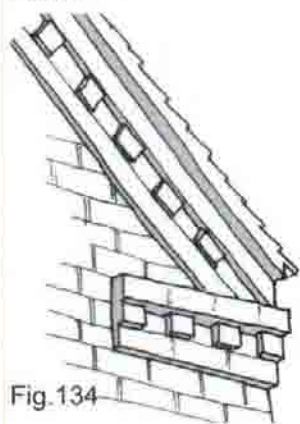


Fig. 134

Building element 5

Brick detail feature on gables
On key buildings only
See Fig. 15 pg 17



Fig. 135

Building element 6

Brick string course and quoin features - See Fig. 12 pg 17
Contrasting brick from pallet range only
Emphasis on vertically orientated windows

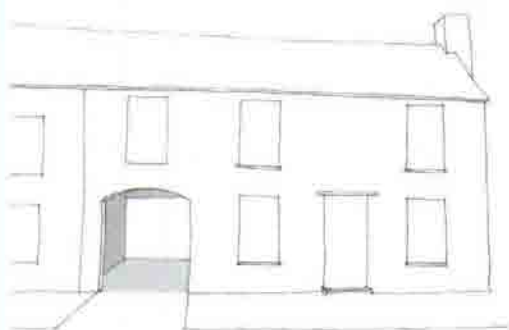


Fig. 136

Building element 7

Car port opening
To form part of front façade
Not less than 3.4m wide
Ensure pedestrian visibility is provided by set back



1.0 Introduction

This section provides an overview of the consultation process undertaken for the Longford Park development in Banbury. At the time of the event, the project was referred to as College Fields.

2.0 The Community Engagement Process

Stakeholder workshops were initially held in March 2005 over 3 days at Banbury Cricket Club to undertake Strengths, Weaknesses, Opportunities and Barriers analysis of the site and to identify a set of design principles/ qualities which could be adopted at Longford Park. The "Draft Report on the Bankside Community Design Workshop" outlines the findings of the workshops.

The work prepared the foundation for the Parameters Plans including the new access points, circulation and features to be maintained or improved.

As planning permission was granted in September 2009, an additional stage of consultation to inform the Masterplan and Design Code has recently been undertaken. It included the following:

- A three day public exhibition in Castle Quay shopping centre, Banbury (Fri 16 - Sun 18 July 2010)
- An invitation sent out to the above to all stakeholders
- An advert for the exhibition was placed in the Banbury Guardian newspaper

The boards provided information on the proposed character of the development, including details on proposed building heights, street widths and landscape treatment. The aim was to receive feedback in further inform the design brief.

In total 47 comment forms were completed. Of those who provided their address, 68% of the addresses given were from Banbury.

3.0 Summary of Key Issues

A wide range of issues were highlighted. The key issues are identified below.

- The effect on traffic and access
- The design of houses and the relationship between two and three storey homes.
- The standard of housing to be built- including energy efficiency levels and green credentials
- The risk of flooding
- Development along the Canal Frontage
- Introduction of cycle paths
- Impact of school/ the requirement of a secondary school

4.0 Summary of Positive Feedback

A summary of key positive comments received are listed below.

- Pleased about the amount of green space available
- Suggestion of including allotments / adventure playground / horse riding school
- Pleased about the amount of affordable homes/ starter homes/ assisted housing
- Pleased about inclusion of football pitches, suggested the possibility of an all weather pitch and toilets
- Pleased about the inclusion of the pub
- Request for a small park within the development
- Realisation that the park would be public

5.0 Advantages/ Positive comments

People were most positive about the additional housing explaining that new housing, especially affordable was well needed in Banbury.

11 (23%) of all completed questionnaires had positive responses to the proposal identifying the following points;

- Design could include small parks – like Hamwell fields site
- Prefer to see development & park should "face" the park as there appears to be a "barrier" along Haynesbridge edge of park.
- Concern over why parks are between new houses and canal – prefer parks to be between developments (give new development an identity).
- Banbury has many trees – would like to see community woodlands along the Bankside area – less likely to be vandalised.
- Would like to see development happening soon due to lack of local housing

6.0 Negative Feedback

5 (9%) of the questionnaires provided negative feedback, including

"There will be major problems with parking / access on to Bankside and increased volume of traffic on Oxford Road and Bankside. Do not want this to go ahead".

"No infrastructure in Banbury. Why bring homes when Banbury has NO jobs, where are these people going to work? Roads will not cope with more houses, hospitals, doctors etc same problems. Bring jobs first"

And a more general comment which can not be solely applied to Longford Park

"Please do not put concrete our lovely countryside, for countryside should be protected. We are only a small island. Preserve what we have left please".

7.0 Conclusion

The event in July 2010 does not conclude the consultation process. Further events are scheduled and subject to planning policy will continue through the development process.

The conclusion of the July 2010 event was whilst some resistance to the scheme remains, a large amount of people thought it was considerably more robust and beneficial to the wider Banbury area than they had previously believed/ been informed. The Community Park was considered by all to be a positive addition to the town.

Further information is outlined in *Report on Design Code Public Consultation* dated 28 July 2010.

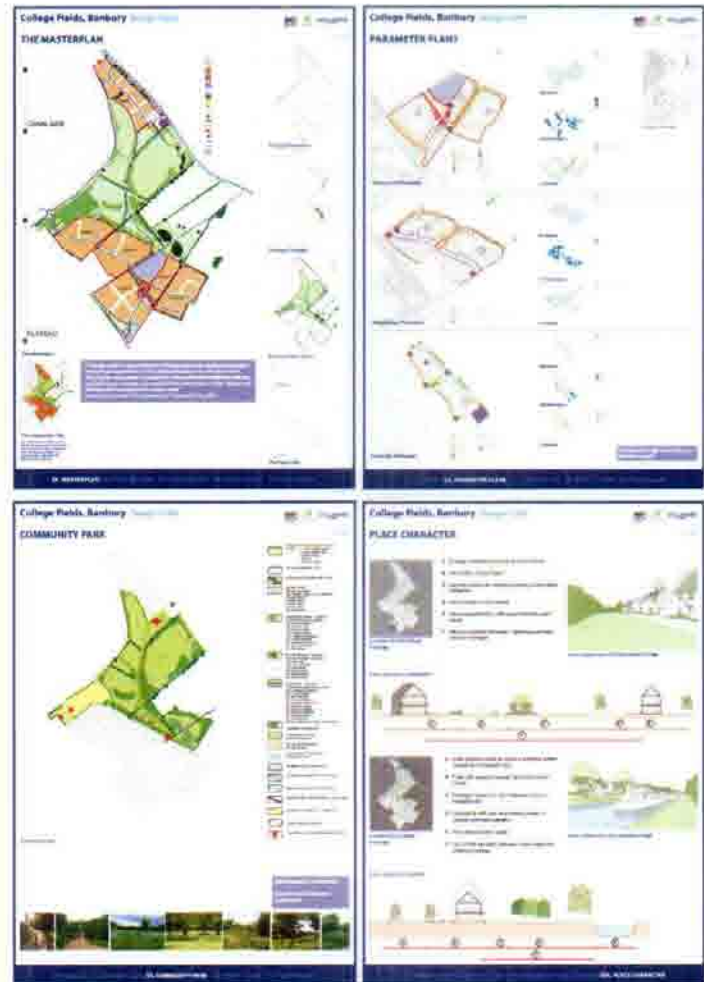


Fig.137: A selection of the boards from the public consultation



Fig.138: The consultation was reported in the Banbury Guardian.

